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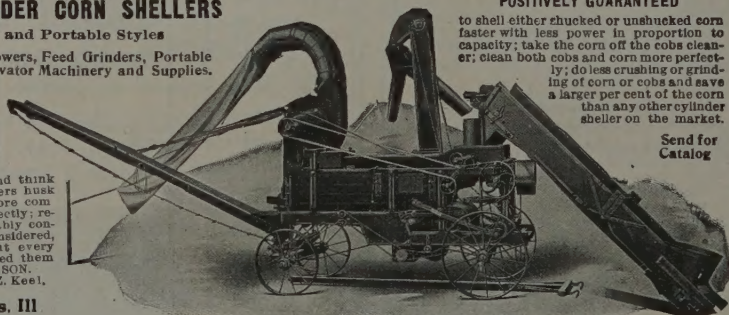
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Correspondence and consignments solicited.

QUOTATIONS WANTED

on No. 2 Corn.

T. S. Southgate & Company

General Grain Merchants
Jacksonville, Fla.

BUFFALO, N. Y.

Globe Elevator Company

We are located on the Michigan Central, Grand
Trunk, and Wabash Railroads. If you can ship
your grain to arrive at Buffalo via these lines, we
believe it would be to your interest to do business
with us. We will bid you delivered Buffalo or
handle on consignment. We have a large
eastern trade and do a large local business at
Buffalo.

Our facilities enable us to handle grain arriving
out of condition to the best advantage market
will afford.

203-16 Chamber of Commerce
BUFFALO, N. Y.

CRAWFORDSVILLE, IND.

CRABBS REYNOLDS

TAYLOR CO.

GRAIN AND CLOVER SEED

CRAWFORDSVILLE INDIANA

GREENVILLE, OHIO

E. A. GRUBBS GRAIN CO.

Greenville, Ohio

Wants Correspondence with members of the
Grain Dealers National in Ohio, Indiana and
Illinois. We want strictly sound winter wheat,
yellow shelled corn and re-cleaned white oats.

KENTLAND, IND.

Try

Our Special Brand of White Oats
McCRAY, MORRISON & CO.
GRAIN SHIPPERS Kentland, Ind

BOSTON, MASS.

THE D. W. RANLET CO.

708 Chamber of Commerce, BOSTON, MASS.

We are always in the market for sample lots
of wheat, barley, etc., and all kinds of grain
and feed. We are looking for salvage and
damaged lots of wheat. Send samples.

MEMPHIS, TENN.

WRITE US

FOR QUOTATIONS ON COTTON SEED MEAL

H. J. HASENWINKLE COMPANY

MEMPHIS, TENNESSEE

HARRISBURG, PA.

HARRISBURG FEED & GRAIN COMPANY

ORGANIZED 1901

JAMES W. BARKER, Manager

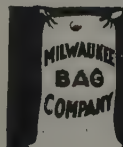
HARRISBURG, PENNSYLVANIA

GRAIN—FEED—HAY—STRAW—
Car Lots Only

Our manager has been buying grain in Pennsylvania
since 1880

Elevators Wanted

To get in direct communication with
would-be buyers of grain elevators reply to
ads in the "Elevators Wanted" columns of
the GRAIN DEALERS JOURNAL.



MILWAUKEE BAGS

are made just a little stronger and better than seems necessary. At
the same time, the quality of our plate and presswork prints up your
brand in a way that will help sell your goods.

But you don't have to take our word for it—write for samples and
prices.

MILWAUKEE BAG CO., Milwaukee, Wis.

POWER CAR LOADERS FOR ELEVATORS

The Ideal Car Loader

Successfully loads both ends of car at the same time. See position of fan. Grain enters in center of fan and is at once started in right direction. No loss of power. When not in use loader is not exposed to the weather. Can be pulled into elevator owing to construction of holding frame.



This loader has many other points of superiority. Write now.

THE IDEAL CAR LOADER CO., Allenville, Ill.

The ONLY Car Loader That Will Not Damage the Grain.

COMBINED Grain Cleaner and Pneumatic CAR LOADER



North Manchester, Ind., August 15, 1907.

Mattoon Grain Conveyor,
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon.

Very truly,

KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

The ONLY Machine that Will Clean and Load at the Same Time.

For Descriptive Circular and Prices — Address:

Mattoon Grain Conveyor Co.
MATTOON, ILL.

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

MAROA MFG. CO. Maroa, Ills.

Gentlemen:—Enclosed please find draft to balance account. The loader is doing good work and I am well pleased with it.

IVESDALE, ILL., Aug. 8, 1908. ¶

Respectfully, J. M. CAMP.

IVESDALE, ILL., Aug. 13, 1908.

MAROA MFG. CO.

Dear Sirs:—Herewith find check to pay for loader. It is doing splendid work.

Yours, etc., THE IVESDALE GRAIN CO.

In June, 1901 we sold Mr. Camp a No. 12 Boss Car Loader for his Ivesdale house and in August 1902 he purchased one for his elevator in Bement. In May 1903 we sold one to Mr. W. W. Porterfield in Ivesdale and on the second day of last July we received a letter from the Ivesdale Grain Co. saying they intended to buy a loader so we had better send a man to see them. We did so that day and the next day we shipped them a No. 14. Of course Mr. Camp's old loader was still in successful operation otherwise his competitors would not have wanted a loader of that kind, but when he saw the new one they got he proposed a trade which we made.

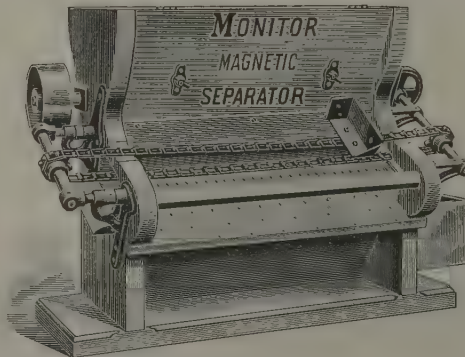
We make them in five sizes all of which we carry in stock for prompt shipment and send them with the understanding that if you are not satisfied with them in every respect you may return them at our expense.

Maroa Mfg. Co.,

Maroa, Ill.

YOU CAN AVOID ACCIDENTS REPAIR BILLS AND COSTLY DELAYS BY USING The MONITOR MAGNETIC SEPARATOR

This machine, entirely automatic in operation, removes from a flowing stream of grain all iron and steel; thus protecting the user against accident to his attrition mill or rolls. Shipped on 30 days' trial.



This machine requires but little space, no care or attention, and will pay for itself in a short time. Power required is less than $\frac{1}{4}$ horse. Send for illustrated circular.

HUNTLEY MANUFACTURING COMPANY

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CHICAGO, ILL. F. M. Smith, 302 Traders Building
KANSAS CITY, MO. H. C. Draver, 10 Board of Trade
ST. LOUIS, MO. S. J. McTiernan, Terminal Hotel

Our
Agents

MINNEAPOLIS, MINN. A. F. Shuler, 316 4th Avenue, South
JACKSON, MICH. A. H. Smith, 206 Lansing Avenue
AKRON, OHIO. A. S. Garman

AVERY AUTOMATIC SHIPPING SCALES

USE THE SCALE recognized by the

Railroads and Grain Terminals

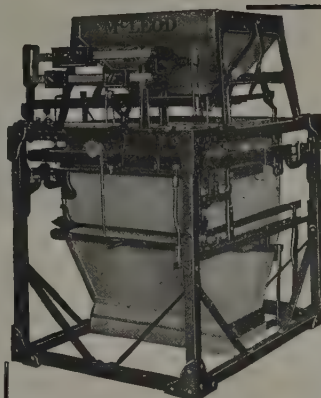


"On Nov. 27th we filed a claim with the R. R. Co. for \$15.92 being loss of 27 bushels of corn from car shipped from Stronghurst to Chicago, this corn being weighed by Avery Automatic Scale. There was NO RECORD of the car leaking, when it arrived at Chicago, but we received payment for the claim on Dec. 15th. Stronghurst, Ill., W. H. Perrine & Co., Dec. 21, 1908."

Avery Scale Co.
North Milwaukee Wisconsin

BRANCHES

New York	Boston, Mass.	Indianapolis, Ind.
Chicago	Chambersburg, Pa.	Kansas City, Mo.
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The McLeod Automatic Hopper Scale

"The Scale That Weighs"

A masterpiece of simple construction, embodying the correct principles of the standard scales, including a graduated brass beam.

Weights and records accurately, every pound of grain passing through it.

Requires no attention while in operation, and guaranteed not to stick on light or trashy grain.

Its smooth running qualities insures its durability.

J. D. EARHART & SON
DEALERS IN
GRAIN AND COAL

PARTRIDGE, KANSAS NOV 14, 1907.

McLEOD BROS., Bloomington, Ill.

GENTLEMEN:—I have your favor of 12th and in reply will say I am more than pleased with my scale. I have weighed with track scales and hopper scales but when I weigh a car of wheat or corn now I am not afraid to make affidavit to weights. I can show as fine weights now as any one. I don't care what kind of scale they are using. Don't hesitate to refer any one to me who is thinking of buying a scale. I can recommend it to any one who wants something good.

Yours truly,

J. D. EARHART & SON.

WRITE FOR CATALOG

McLEOD BROTHERS, Bloomington, Ill. or Marietta, Kans.

GRAIN SHIPPING LEDGER FORM 24

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade, Bushels or Weight; Price; Am't. of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190..." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

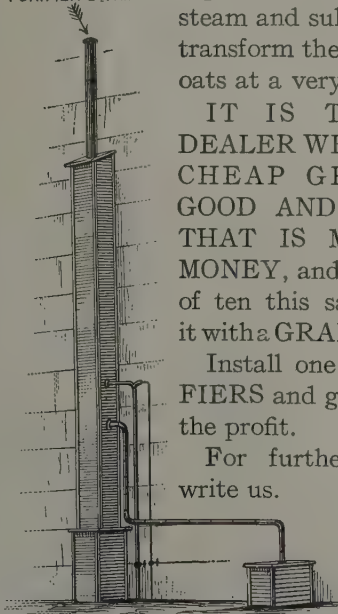
The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL
255 La Salle Street, Chicago, Illinois

Grain Purifier and Bleacher

This is a simple machine which gives supreme satisfaction. A little steam and sulphur fumes will transform the quality of your oats at a very small cost.

PURIFIER STACK



IT IS THE GRAIN DEALER WHO CAN MAKE CHEAP GRAIN LOOK GOOD AND SELL WELL THAT IS MAKING THE MONEY, and nine times out of ten this same fellow does it with a GRAIN PURIFIER.

Install one of our PURIFIERS and get your share of the profit.

For further particulars write us.

**U. S. GRAIN
PURIFIER CO.**
EARL PARK,
INDIANA

Car Movers

For \$3.75

Your Choice of

Easy

Atlas

Samson

Special

Sheldon

Champion

Manufacturer
Price

\$5.00

Each is claimed to be the best.
Order the one you want.

Elevator Machinery, Supplies,
Engines, Scales, etc.

at lowest prices. Prompt shipments.

American Supply Co.
1110 Farnam St., Omaha, Neb.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY

255 LA SALLE ST.

CHICAGO, ILL.

Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years, and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.

Minneapolis, Minn.

Northwestern Agents for

Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors

Shippers' Record Book No. 20.

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.

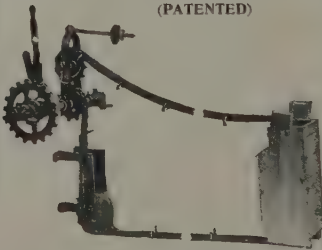


THE IMPROVED Safety Man-Lift

Is better than ever. Roller bearings, strong ropes, well made car, improved breaks and weights; also the safety catch and springs makes it just what you are looking for to save you those tiresome trips to the cupola. Your help will be better help if you install a man lift in your elevator or mill. Do it now while you have time. It will be a paying investment.

B. S. C. Chain Feeder and Conveyor

(PATENTED)



Carries all kinds of grain from dump sink or cribs to elevator, boot or sheller without mixing the grain, saves choke-ups and man's time. Catalog No. 2 tells all about our money saving machinery. Write for it and our Best Prices.

B. S. CONSTANT CO.

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RUBBER BELTING

Used by the leading elevator builders and contractors in filling their contracts is usually

"Hamilton Made"

If you have not insisted upon such a specification you should do so. Hamilton Made Rubber Belting, specially manufactured for elevator service, gives perfect satisfaction.

SAMPLES AND PRICES
UPON REQUEST

Hamilton Rubber Mfg. Co.

ELMER E. BAST, Mgr.

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bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

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Designer and Builder of

GRAIN ELEVATORS

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When thinking of building or remodeling your elevator don't overlook the fact that I build and remodel GRAIN ELEVATORS that give entire satisfaction. Scales and Gasoline Engines repaired.

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Economical grain elevators make money for owners. That's the kind I build in wood, concrete or steel. Write me now.

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Grain Elevators and Warehouses

Plans and Specifications furnished on application.

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Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success, we do it.

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regular country shippers to become familiar with your firm name, place your "ad" here.

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for plans and estimates upon modern grain elevators. Over 200 of our houses in operation.

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I sell the Western Pitless Shellers. Get my prices.

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Who Builds Right Kind of Elevators at the Right Kind of Price

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Reliance Automatic Dump Controller

It means that your farmer patrons can drive on your dump without fear of an accident to fractious teams. The movement of the dump is smooth and slow. Absolutely automatic.

Sent on 30 days trial.

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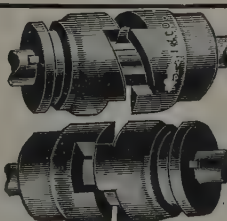
JAW CLUTCH COUPLINGS

Will save use of power by cutting off idle machinery. Special Cut Price Now.

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Better have
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build your
ELEVATOR
than to wish you had.

We carry a full line of
**Elevator and Mill Machinery and
Supplies, Powers, Belts, Etc.**

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Storage Tanks
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We design and erect the structural work and mechanical equipment
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We are new in advertising but old in Elevator
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THE MINNEAPOLIS STEEL AND MACHINERY CO.

Builds the best fire-proof construction
elevator because:

It costs less.

- Can be built quicker and at all seasons of
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It keeps the grain absolutely free from
moisture.

There is no danger of cracked walls or
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In case it is desired to move the elevator
there is at least 50% salvage.

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Fireproof Working Houses and Grain Tanks a Specialty.
Write for Plans, Specifications and Prices.

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should be built by those competent to give strength, durability and economy in operation and maintenance. In our years of experience we have built hundreds of elevators, running and giving satisfaction to-day.

In 1908 we built 38 new elevators. Repaired and remodelled 8 and made plans for 7. Surely some reason for the large amount of business. If you want to know write to-day to

Burrell Engineering & Construction Co., 1140 Stock Exchange Bldg.
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Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



Recent concrete addition to C., M. & St. P. Ry. Co.'s
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We also do General Contracting and have offices in the following cities.

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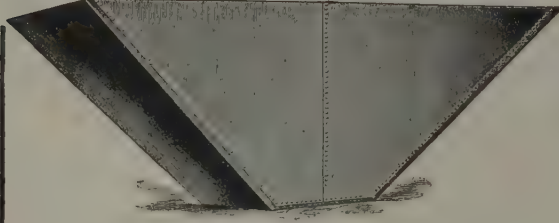


Canadian Pacific Fire Proof Grain Elevator

Under construction for the Canadian Pacific Railroad Co. at
Fort William, Ontario.

The Barnett & Record Company
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Our Boot Tanks Never Leak



Complete Elevator Equipments Our Specialty

Let us figure on your bill,
quality considered you
will find our prices right.

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SKELETON FRAME INDUCTION MOTOR

Where the fire risk is very great, as in flour mills and grain elevators, the new skeleton frame induction motor, manufactured by the General Electric Company specially for mill work, is cheaper, safer and more enduring than any other form of power or style of motor.

Motor drive guarantees reduction in power used and increase in production and capacity.

The skeleton frame induction motor guarantees safety, economy and simplicity.

Follow up this suggestion by writing for the story of Motor Drive and the Skeleton Frame induction Motor Book No. 762-E.



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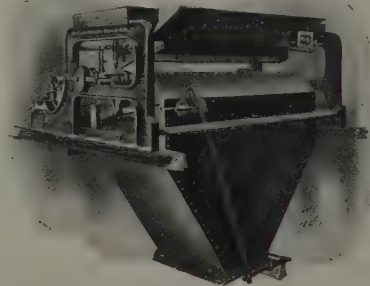
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GARRETT, ILL., Dec. 11, 1903.

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I heartily recommend the Richardson Automatic Scale to any one expecting to buy an Elevator Scale."

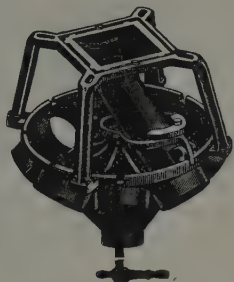
J. E. COLLINS.



In buying the RICHARDSON ELEVATOR SCALE you buy something that is ABSOLUTELY SAFE

Richardson Scale Company

6 Park Row NEW YORK
122 Monroe Street CHICAGO
415 Third Street South MINNEAPOLIS



"The Test By Test" Is the Doctrine

Let us ship you a

Hall Signaling Distributor

on trial. See the time and labor it will save you. Observe its convenience and accuracy in operation. Note how perfect it distributes all the grain without mixing a kernel. How completely you can fill every bin chock full, from the lower floor, without ever visiting the cupola; and its simplicity, a sure guarantee of durability, and against repairs. Then figure its value to you in utilizing all your bin room regularly, and saving all your grain unmixed.

If it does all this to your entire satisfaction it is yours. If it fails in one single detail it is ours, with freight annexed.

You can issue telegraphic orders, without investigation, for any Hall goods, and rely absolutely upon their superiority in their line.

Hall Distributor Company, 222 Ramge Bldg., Omaha, Neb.

The Whole Secret of Elevator Economy

is to **INCREASE** the output and **DECREASE** the cost.

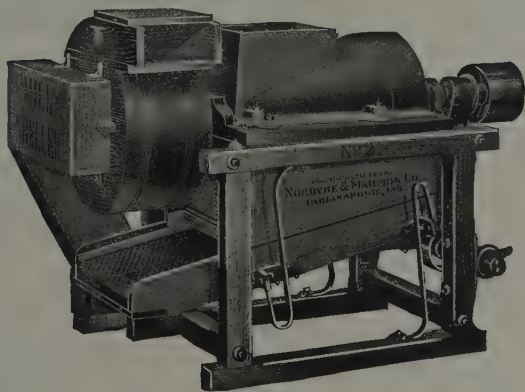
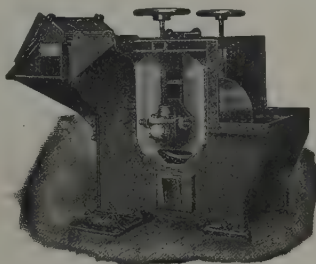
The time and power consumed is the vital thing.

The device that handles the most grain, in a day or week, is obviously the most economical.

The Hall Non-Chokable Boot

meets this requirement. It does more work a day—does it better—the belt and cups last longer, and require no attention while in operation.

We guarantee capacity. Catalogue E illustrates it all.



MILL SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

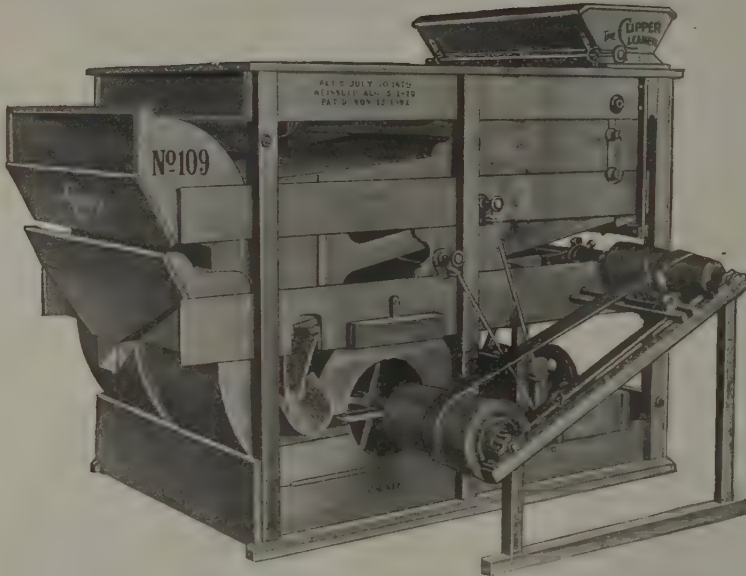
NORDYKE & MARMON CO.

America's Leading Mill Builders

Established 1851.

INDIANAPOLIS, IND.

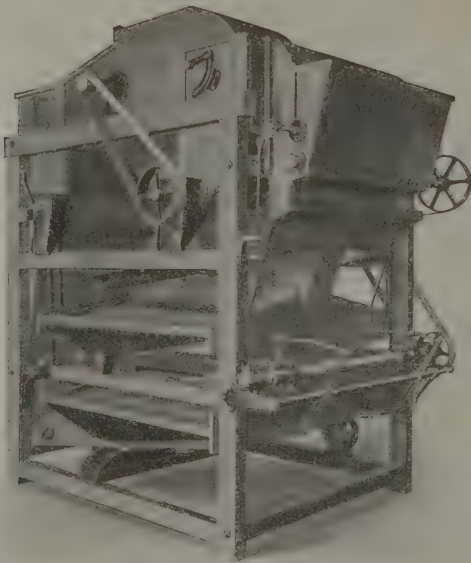
THE No. 109 CLIPPER SEED AND GRAIN CLEANER



shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other Cleaner. It also has our special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the air blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.

A. T. FERRELL & CO., Saginaw, W. S. Michigan



Cornwall Double Separator

THE latest and best Elevator and Warehouse Separator on the market.

Will clean all kinds of grain and seeds.

Has both kinds of sieving motion. Sieves with their motion in line with the travel of the grain for removing straw and other coarse impurities and sieves on which the grain travels across the line of motion for making very close separations.

It removes the fine sand and seed at the head of the sieve.

Our sieve cleaners clean every inch of the sieves several times a minute. They work under the sieves and consequently lift the trash out of the holes and cause it to tail over instead of assisting it to pass through with the grain.

Both the air and sieve separations are at all times under the complete control of the operator.

Every sieve is at all times in plain sight and can be removed easily and quickly without disturbing any other part of the machine.

Other features described in our latest circular.

We also make a full and complete line of Feed Mills, Corn Shellers and Cleaners and furnish Elevator Supplies of all kinds.

BARNARD & LEAS MFG. CO.

Builders of Elevator Machinery and Supplies,

Moline, Ill.



THE OLD WAY.

FOR NEW AND BEST WAY

Address

UNION IRON WORKS, Decatur, Ill.

Sole Manufacturers

Western Shellers and Cleaners

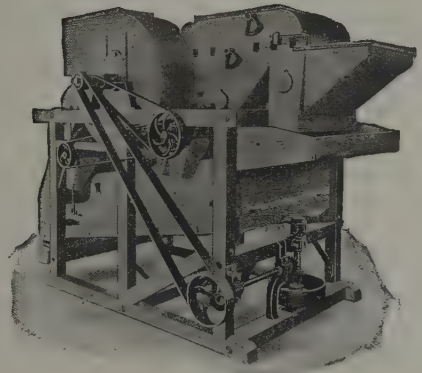
Complete Equipments for Grain Elevators

The Ohio Corn Shellers and Grain Cleaners

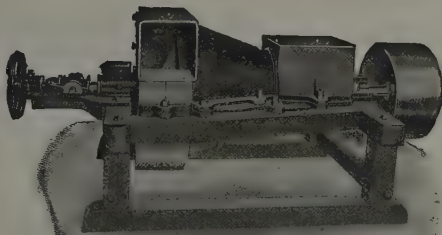
The Best Elevator Equipment to be had.
Not one dissatisfied user.

We guarantee all our machinery to do the work
entirely satisfactory.

Complete Equipment for Elevators.



PATENTED



The Ohio Oscillating Grain Cleaner for Corn and Cobs, Wheat and Oats

Fan discharge Shellers with adjustable cylinder discharge in either direction, over or underneath.

Regular Shellers with adjustable cylinder.

Dumps, Drags, Heads, Boots, Manlifts, Conveyors
and Power Transmission.

WRITE US

THE PHILIP SMITH MFG. COMPANY, Sidney, Ohio

Johnson's Grain Dryer and Renovator

Chicago, Sept. 11, 1908.

E. G. Isch & Co., Peoria, Ill.

Gentlemen:—In reply to your request for our opinion on the Johnson Dryer, you installed recently in our plant, would say that it fulfills all promises and all you claim for it.

It was installed as an experiment as there was no other one in this city and the best recommendation we can give it is that we accepted it and paid for it.

The dryer can be run without extra help night and day and Sundays, and even in damp weather the air from the dryer goes into the bins perfectly dry. We made some very severe tests on wet salvage grain with good results and on damp grain there is no question that it will put the same in condition usually with 8 to 12 hours' application.

We consider the dryer past the experimental stage now and congratulate you upon having the most satisfactory device for drying damp grain.

To obtain the best results, however, a large compressor should be used.

Wishing you success, we are

Respectfully yours,

MUELLER & YOUNG GRAIN COMPANY

H. MUELLER, Pres.

E. G. ISCH & CO., Peoria, Illinois

Eventually

you will realize the folly of paying corn price for water; why not install a

HESS (U. S.) MOISTURE TESTER

now, and begin handling the new corn right.

Anyone can use it. Makes correct tests in 20 minutes. Heated by gas, gasoline, alcohol or kerosene.

PRICES F. O. B. CHICAGO:

2 Compartment, Complete, . . .	\$40.00
4 Compartment, Complete, . . .	50.00
6 Compartment, Complete, . . .	60.00
Torsion Balance, Recommended and used by U. S. Department of Agriculture	23.00

Hess U. S. Moisture Testers are used by many leading grain dealers and exchanges.

Send for free booklet with instructions for testing grain for moisture.

HESS WARMING & VENTILATING COMPANY
907 Tacoma Building, CHICAGO

P. S.—Hess Grain Driers are used everywhere. Made in all sizes—for all kinds of grain and seed.

HESS-DRIED IS BEST DRIED



MOISTURE



should be removed from your grain before it leaves your elevator. Then you can rest easy as to its condition when it arrives at destination. It is now possible for every elevator man to dry grain, for the

“Eureka” Grain Dryer

is within the reach of all, and it is practical too. This dryer produces positively the most uniform and satisfactory results in drying, cooling and conditioning damp, wet and musty corn or wheat.

The “Eureka” Dryer is automatic and continuous in operation. Equipped with automatic force feeder and delivery.

Is not an experiment. Many in operation in all parts of the country.

Most Economical to Operate. Easily Installed. Built in All Capacities.
Prompt Delivery. Absolute Satisfaction Guaranteed.

Full Particulars on Application

THE S. HOWES CO.

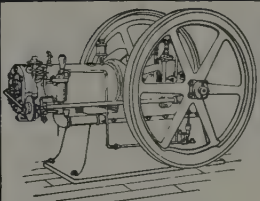
Builders of the “Eureka” Grain Cleaners.

“Eureka” Works, Silver Creek, N. Y.



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Ohio Gas and Gasoline Engines
(All sizes)

Used by many lines of elevators.
Used by the U. S. Government.
Used by some of the largest railway systems in the United States.
Let us tell you why.

OHIO MOTOR CO., 315 Dearborn St., Chicago, Ill.

YOU WANT GOOD ELEVATOR POWER

You must have it to make profit on the long and short jobs. You get what you are looking for in the

WITTE GAS & GASOLINE ENGINES

The low cost of power, the little time taken to start, the assurance of continuous operation, and the safety features make the WITTE Engine of interest to every builder and user.

GUARANTEED 5 YEARS

The proposition we make to introduce will appeal to you. In writing state size wanted.

WITTE IRON WORKS CO.
526 West Fifth St., Kansas City, Mo.




G. & M. Compression Igniter

A Revelation in Gas Engine Ignition



This Igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

We can save you MONEY, TIME AND TROUBLE

A. H. McDonald, the gas engine man, Chicago, wrote us January 4th, 1903, as follows:

"I have handled and sold the G. & M. Compression Igniter during the past three years and have installed them on a great many engines, some of which were cases where nearly every other form of ignition had been tried and proven more or less of a failure. I take pleasure in stating that your Igniter has given perfect satisfaction. I find by using this Igniter that the difficulties and troubles of other forms of ignition have been overcome and that it has solved the problem of quickly equipping any engine with a hammer make and break type of ignition. It is simple in form, easily applied and thoroughly reliable."

If your dealer does not handle this, kindly send us his name and write direct to sole manufacturers

METAL SPECIALTIES MFG. CO.
18-24 W. Randolph St., Dept. G, Chicago, Ill.

FOOS GASOLINE ENGINES

HORIZONTAL, 2 to 90 H. P.

HAVE WIPE SPARK IGNITER, positive acting and self-cleaning.
VERTICAL VALVES, mechanically operated, admit fuel charge into cylinder at atmospheric pressure.
CENTERLINE COUNTERBALANCING, increases the efficiency and decreases the fuel bills.

ACCESSIBLE DESIGN, makes it a simple matter to keep Foos Engines properly adjusted.

Get Catalogue No. 20. **THE FOOS GAS ENGINE COMPANY, Springfield, O.**



OTTO ENGINES

OTTO SUCTION GAS PRODUCERS and OTTO ENGINES


are reliable and can be operated by men of ordinary intelligence.

J. A. Witter, Engineer for the Beaver Crossing Electric Light & Power Co., Beaver Crossing, Neb., writes,—

"Please send me a book of instructions on handling and running your gas producer and engine. I have been running this one on horse sense but that might not work at all times. Plant works fine"

This man, without special instructions but with the use of "horse sense" causes his plant to work fine. There is a volume of praise for "OTTO" machinery in Mr. Witter's short letter.

OTTO GAS ENGINE WORKS, Phila., Pa.
STANDARD OF THE WORLD



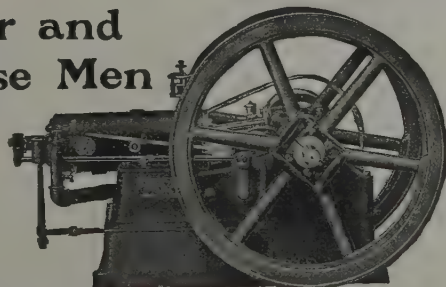
Reliable Powers For Elevator and Warehouse Men

It is worth something to you to be sure of your power and to have to give it only slight attention.

Dependable starting and regular, smooth running are well known features of the simple, strong

I. H. C. Gasoline Engines

I. H. C. engines give the maximum of service at the lowest cost of production. And none but high class, perfect working machines are ever permitted to go out from the I. H. C. works. The numerous styles adapt them to the running of all kinds of machinery.



Vertical in 2, 3 and 25-horse power.
Horizontal (portable and stationary) 4, 6, 8, 10, 12, 15 and 20-horse power.
Air-cooled engines in 1 and 2-horse power.
Engines mounted on skids or ready for mounting. Sawing and Pumping Outfits, Jacks, etc.

Call on the International local agent and write for catalog.

International Harvester Company of America
(Incorporated)
21 Harvester Building, Chicago, U. S. A.

Vest Pocket Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions:
Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in tough paper and form a thin book, 2 3/4-in. wide by 8 1/4-in. long. Price 50 Cents. Address

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

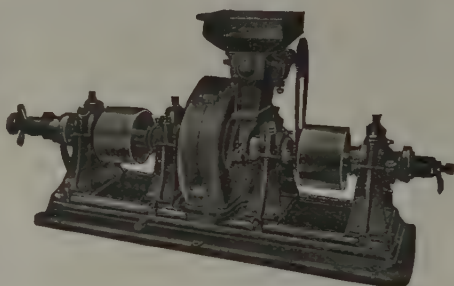
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO
P. O. 260, MUNCY, PA.

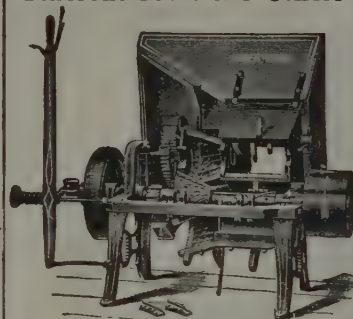


Bowsher Feed Mills

(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and Grind all kinds of small grain; *separately or mixed*. Will grind Kafir Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

Different From All Others



Lightest Running
Best Built. Finest Finish.

HANDIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

They are Built for Business.

THE N. P. BOWSHER CO., South Bend, Ind.

Burrell Improved Manlift

This lift is so well known it is useless to describe it.

Everything for the Elevator



means Best Built

DECREASE YOUR INSURANCE rate by installing our manlift. Insurance Co's reduce rate 10% when elevator has Manlift in it. Buy of the

BURRELL MFG. CO., 253 So. Jefferson St., Chicago, Ill.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/4 x 14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/4 x 16 1/4 inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

The cost for advertising is 15c per line

ENGINES FOR SALE.

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

ONE 15 H. P. Ohio Gas Engine with complete outfit. A bargain. Address Geo. Rinkenberger, Washington, Ill.

ONE 12 and one 15 h. p. Gasoline Engine, in first-class condition, for sale at a bargain. DeMoulin Bros. & Co., Greenville, Ill.

FOR SALE—One 25 H. P. Columbus Gasoline Engine; good as new. Price reasonable. Inquire of Versailles Grain Co., Versailles, O.

BARGAIN on two first-class modern engines. Write us for prices and description. Indiana Machine & Supply Co., 203 Ingalls Bldg., Indianapolis, Ind.

FOR SALE—One 8 H. P. Charter Gasoline Engine, new cylinder; good as new throughout. Address Engine, Box 11, Grain Dealers Journal, Chicago.

GASOLINE ENGINE USERS—Send for chart of gasoline engine troubles, with causes of all the various troubles clearly shown. Price 25c. A. G. Sutcliffe, Linden Ave., Oak Park, Ill.

ONE 10 h. p. Upright Fairbanks; two 8 h. p. Charter; one 6 h. p. Bauer—gas or gasoline engines, all thoroly overhauled. Fire sale prices for immediate sales. Bauer Gasoline Engine Co., 18th & Wyandotte, Kansas City, Mo.

GASOLINE ENGINES FOR SALE.
1-4 HP Fairbanks.....\$ 90.00
1-2 HP Fairbanks oil cooled.... 75.00
1-4 HP Dempster..... 75.00
1-5 HP Webster..... 100.00
1-10 HP Webster..... 100.00
1-12 HP Webster..... 150.00
1-20 HP Fairbanks, good as new 350.00
Allen P. Ely & Co.,
Omaha, Neb.

GAS ENGINES FOR SALE.

23 H. P. Fairbanks Morse.
25 H. P. Columbus.
22 H. P. Foos.
20 H. P. Fairbanks.
16 H. P. Lewis.
15 H. P. Fairbanks Morse.
36 H. P. Otto.
3-12 h. p. Fairbanks Morse.
10 H. P. Lewis.
6 H. P. Fairbanks Morse.
Also fifty engines of smaller size and all makes. A. H. McDonald, 62 West Monroe St., Chicago.

ENGINES AND BOILERS.

FOR SALE—25 H. P. steam engine and boiler, in fine condition. Address Burr, Box 11, Grain Dealers Journal, Chicago.

FOR SALE. ENGINES AND BOILERS.

Engines—Corliss, Automatic and Throttling, all sizes from 1 to 500 H. P. Boilers—Horizontal, Portable and Vertical, all sizes from 1 to 200 H. P. Pumps, Heaters, Tanks, Saw Mill and General Machinery.
Write for our prices on your requirements.

The Randle Machinery Co.
1748 Powers St. Cincinnati, O.

Want a Job?

—Advertise in the Standard Wanted columns of the Grain Dealers Journal

MACHINES FOR SALE.

ONE 20" Sprout Waldron stone buhr mill for sale, cheap, if taken at once. H. Peebles & Son, Whiteville, O.

FOR SALE—Western Field Sheller; complete; new. Big sacrifice for cash. \$400.00 Rig. O. L. Gordon, Route 6, Robinson, Ill.

FOR SALE—At a bargain, a single belt Mustard machine, belt 48"x60". Requires not over 1/2 h. p. to operate. Gould Elevator Co., 607 Corn Exchange, Minneapolis, Minn.

MISCELLANEOUS FOR SALE.

FOR SALE CHEAP—One Belknap Little Giant Water Motor, good as new. Address The Tyler Grain Co., Wooster, Ohio.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, Ohio.

SCALES FOR SALE.

SCALES for elevators and mills; low-set prices. Chicago Scale Co., Chicago.

FOR SALE one pair of Fairbanks track scales, second hand. S. W. Allerton, Allerton, Ill.

ONE 600 BU. Fairbanks hopper scale, good as new, for sale. Address McLeod Bros., Bloomington, Ill.

One 700-bu. Howe, one 350-bu. Fairbanks, one 3500-lb. Dormant, one 5000-lb. Dormant, and many others. Omaha Scale Co., 925 Douglas St., Omaha, Neb.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 16 cents per line. Try it

Gas Engine Books

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance:

The Practical Gas Engineer, by E. W. Longenecker, M. D., Price, \$1.00.

The Gas and Gasoline Engine, by Norman & Hubbard, Price, \$1.00.

The Gas Engine Handbook, by E. W. Roberts, Price, \$2.00.

Gas Engine Troubles and Remedies, by Albert Strittmatter, Price, \$1.00.

Plain Gas Engine Sense, by E. L. Osborne, Price, \$1.00.

For any of the above address,

Grain Dealers Journal
255 La Salle Street, Chicago, Illinois

MISCELLANEOUS.

GOOD LOCATION for flour mill. For particulars, address L, Box 12, Wilcox, Neb.

WANTED—To get in touch with anyone who owns land in the Texas Panhandle. We are in the market to buy. Address Cobb & Elliott Grain Co., Plainview, Tex.

RICE MILL READY FOR OPERATION. Well located on two railroads; will sell at a bargain and on easy terms to responsible people. Address Jesse H. Jones, Commercial Bank Bldg., Houston, Tex.

DRAIN TILE FACTORY FOR SALE—Up-to-date in every respect and operating very profitably. Make fine quality of tile, 4" to 24". All the orders we can handle. Address O. D. T., Box 1, Grain Dealers Journal, Chicago.

FIRST-CLASS RETAIL SEED BUSINESS for sale, in one of the best cities of Iowa. About \$15,000 stock of choice seed on hand and business just beginning to open. With enough capital, it will be the best jobbing point for seed in the state. No competition. Investigate. Address G. L. B., Box 3, Grain Dealers Journal, Chicago.

FOR SALE—The best implement, harness and buggy business in Illinois. County seat of Piatt Co. One other small competitor. 2 railroads and an electric line. Have transfer arrangement with the International Harvester Co. No old goods. Will give good terms to right party. Address Day, Box 4, Grain Dealers Journal, Chicago, Ill.

AT AUCTION—On Tuesday, March 2, 1909, at 2:30 p. m., on the premises, I will offer for sale to the highest bidder, for the benefit of the stockholders, the property known as The Portsmouth Cereal Company's plant and real estate. The lot is 275 ft.x130, and the mill is one of the best arranged mills in Ohio for the use it is intended. It was erected in 1905, and is situated at the foot of the famous Scioto Valley, the finest corn growing valley in the State, and on three Trunk Line Railways, and the Ohio River. The property cost about \$40,000 and must be sold in order to settle up the Company's business. The stockholders have decided to dispose of it at an upset price of only \$18,000. Terms: one-third cash, balance in one and two years, properly secured. For further particulars write to H. S. Grimes, Portsmouth, Ohio.

FLOUR FOR SALE.

ECONOMIZE by using the great health flours GERBELLE and NEVERFAIL. They make the most and the best bread. Made only by THE GOSHEN MILLING CO., Goshen, Ind.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

Advertising

Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

ELEVATORS FOR SALE.

A BARGAIN—Two elevators in eastern Oklahoma for sale; half interest, or the whole. Address J. A. Horn, Oklahoma City, Okla.

THE BEST ELEVATOR proposition in southern Indiana for sale, or will trade for good land. Write to Ballard V. Stahl, Worthington, Ind.

FOR SALE—Elevator in Western Ohio machinery new; elevator best of repair; good location. Address L. Box 3, Grain Dealers Journal, Chicago.

COLORADO ALFALFA MILL. Elevator and Feed Mill combined, for sale. Equipped for mixing molasses and alfalfa meal. Address W. T. Wise, Lafayette, Colo.

A GOOD 10,000 BU. ELEVATOR, located in county seat, in good grain district, for sale at \$2,000, if taken at once. Address Range, Box 4, Grain Dealers Journal, Chicago.

FOR SALE—2 modern 35,000 bushel elevators in Central Iowa, with a good business. One third cash and balance 6% notes. G. W. P. Box 9, Grain Dealers Journal, Chicago.

THREE ELEVATORS for sale on the B. & M., in good grain section of Kansas. One new house; all in good condition. Write Onah, Box 3, Grain Dealers Journal, Chicago.

FOR SALE—15,000 bus. cap. elevator and store room 26x56; two stories; will sell separate or together. Write at once for particulars. J. W. Mendenhall, Woodington, O., Darke Co.

A BARGAIN—Good elevator, capacity 20,000 bu. Good farming community; fine business; also a large hay shed in connection; handle a large amount of hay. Address Clay, Box 4, Grain Dealers Journal, Chicago.

FOR SALE—Grain elevator on Ill. Cent. R. R. in best corn and oats section of Illinois. Capacity 50,000 bu., nearly new; gasoline power. All in first-class condition; located on own lot. Address Hay, Box 3, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE—At prices ranging from \$3,000 to \$20,000, in Illinois and Indiana. Some special bargains in small towns. Be friendly and let me know your wants. Am sure I can suit you. Address Jas. M. Maguire, Campus, Ill.

ELEVATOR, residence, blacksmith shop, lumber shed, 7 acres of land, and other property in Central Illinois, doing a nice business where there is no competition, at a sacrifice price of \$5,000 if taken soon. James M. Maguire, Campus, Ill.

TWO ELEVATORS in the best grain section of Kansas, at a bargain. One a 15,000 bu. eltr. handles 100,000 bus. annually; the other ten miles away, a 7,000 bu. house, handles 75,000 bus. Address Wheat & Corn, Box 3, Grain Dealers Journal, Chicago.

FOR SALE—Two elevators, 30,000 bushels capacity each; built three years; equipped with latest modern machinery; located in the cream of the North Dakota grain belt on G. N. Ry. Reason for sale, advanced years and poor health. Address Minn., Box 3, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

GOOD PAYING elevator and mill for sale. Write us. Buckeye Brokerage Co. C. B. Jenkins, Mgr., Marion, Ohio.

FOR SALE or exchange for good farm land, terminal transfer and cleaning grain elevator at Kansas City, Mo. Address De, Box 4, Grain Dealers Journal, Chicago.

A GOOD PAYING ELEVATOR in Northeastern Indiana for sale. A bargain if sold soon. Address Bargain, Box 2, Grain Dealers Journal, Chicago, Ill.

30,000 Cap. Cribbed Elevator on Illinois Central, handling 150,000 bus. this year. For particulars address Car, Box 2, Grain Dealers Journal, Chicago.

ELEVATOR, FEED MILL AND HOME for sale, in best farming country. A money-making proposition. Address Home, Box 1, Grain Dealers Journal, Chicago.

WILL SELL: One half interest in my elevator and coal business also my Litter Carrier. A good money making proposition for a good man. W. J. Herscher, Buckingham, Ill.

9,000-BU. ELEVATOR, located in northeastern Indiana, \$3,000. Will handle about 75 cars per year. Good drain tile and coal business in connection. For particulars address Hood, Box 4, Grain Dealers Journal, Chicago.

FOR SALE—Our elevator, located on our own ground at Haviland, O. Built 2 years. Cheap. Terms 1/2 cash; balance in one and two years. Equal payments. Also have elevator at Blakeslee, O., on same terms. The Raymond P. Lipe Co., Toledo, O.

ELEVATORS FOR SALE—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

OWING TO POOR HEALTH, will sell my modern 10,000 bu. elevator, doing good business in a live town of Northern Iowa on C. R. I. & P. R. R. No competition. Good feed, flour and coal business in connection. \$3,700 if sold soon. Address May, Box 4, Grain Dealers Journal, Chicago.

MICHIGAN ELEVATORS FOR SALE. We have a number of money-making Michigan properties on our list, all in active operation with good established jobbing and retail trade. Inquiry from experienced Michigan elevator men solicited. The Henry W. Carr Co., Saginaw, W. S., Michigan.

KANSAS 15,000 Bus. Eltr. on the U. P. R. R. in Turkey Wheat Belt. Handling annually from 100,000 to 150,000 bu. Well equipped; no competition with mills; crop conditions never better. Good reasons for selling. Price reasonable. Write quick. Address M. T., Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron-clad cribbed elevator building. Cribs for 15,000 bu. ear corn. Coal houses for 200 tons hard and soft coal. Feed grinder, etc. All in first-class condition. Handles 150,000 bus. grain annually. Price \$8,000. Address Door, Box 11, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

ELEVATOR AND LUMBER YARD for sale in Central Iowa, doing a big business. Will sell all together or separate. Address Central, Box 2, Grain Dealers Journal, Chicago.

WILL SELL my grain elevators, hay, coal and feed business in good hay and grain section in Southern Michigan; no competition. Address H., Box 2, Grain Dealers Journal, Chicago.

FOR SALE—10,000 BUS. ELEVATOR, doing good business in grain, seed, coal, and hay. Located in good town, 1,500 population; two railroads, in Maumee corn belt, Northwestern Ohio. Address Corn, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR AND COAL BUSINESS in Central Minnesota; best grain section in state; 30,000 bu. elevator; thoroughly equipped station; handles not less than 300,000 yearly. Will sell whole or half interest at good terms. Have other business must attend to. Address B, Box 1, Grain Dealers Journal, Chicago.

FOR SALE—100,000 bushel elevator on the Chicago & Eastern Illinois railroad, in western Indiana, located about 100 miles from Chicago. This is one of the best elevator properties in Indiana. Does a business of about 300,000 bushels a year. Write for description. Address Dence, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND LUCRATIVE BUSINESS. Elevator capacity, 75,000 bus.; all latest improvements, with electric power, etc.; large grain warehouse; fireproof brick hemp house; coal and grain business. Only elevator in county; annual wheat production, 400,000 bus., 3 railroads in our yards. For full particulars address S. S. Offutt & Co., Georgetown, Ky.

FOR SALE—Line of nine elevators, including fine cleaning plant, located in the best small grain and corn country of Southern Minnesota. The large corn crop, in addition to the small grain, assures good business the year round. Each elevator practically new and strictly modern; all are good money-makers. Good coal business in connection. For particulars, address Box 27, Commerce Station, Minneapolis, Minn.

ELEVATOR AND LUMBER BUSINESS.

On account of considerations of health, a splendid going elevator and lumber business with large retail trade is offered for sale. The lumber business can be sold separately, if desired. Town 2,000 in one of the finest farming sections of Michigan. Business has earned \$40,000 in the past ten years. Write Sag., Box 4, Grain Dealers Journal, Chicago.

FOR SALE IN OHIO—15,000 bu. Iron Clad Elevator; Feed, Flour, and Coal business in connection. Located on the T. & O. C. R. R., 50 miles from Columbus, the capital of the state. Elevator in good condition and equipped with all good machinery; 16 H. P. Fairbanks-Morse Gasoline Engine, Richmond City Stone Buhr. New stock scales. These alone bring in \$300 annually. Elevator lighted with electricity; overflowing well in engine room. \$3,750 if sold soon. Reason for selling, too much business. Might trade for some well improved land, but would rather sell. Address Happy, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—Two new elevators in Western North Dakota, 30,000 capacity. Modern in every way; good business. Address Bob, Box 1, Grain Dealers Journal, Chicago.

ILLINOIS ELEVATOR in the best corn and oats section of Eastern Ill. Station handles 500,000 bushels annually. One competitor. This is a first-class proposition. If you want to buy an elevator, write us. Address J. L., Box 1, Grain Dealers Journal, Chicago.

FOR SALE NOW—15,000 bu. elevator, on Great Northern R. R. Handled 90,000 bu. grain in 1908. 100-ton capacity coal shed. Annual coal sales, 800 tons; separate coal scale outside. Wood yard in connection. This offer will be withdrawn May 1, 1909. \$5,000 buys the plant. This is a good grain country, best in the two states of North and South Dakota. Address Ris, Box 4, Grain Dealers Journal, Chicago.

ELEVATORS WANTED.

WANTED—To lease an elevator. Address Lock Box 287, Greenville, O.

WANTED—To trade for a good elevator in Kansas. F. P. Hawthorne, McPherson, Kans.

WANTED—Oklahoma elevator, doing large business in good grain country. S. M. Deboice, Guthrie, Okla.

WANTED—Elevator handling 150,000 bus. annually; located in Central or Eastern Nebraska. Address Nutzman & Marquardt, Avoca, Neb.

WANTED—To buy or build an elevator; good grain point. Give full particulars. Address Field, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR WANTED — Northern Oklahoma or Southern Kansas preferred. Give full particulars and name price in first letter. Address Lock Box 861, Oklahoma City, Okla.

LAND TO TRADE FOR ELEVATORS—About 1,000 acres in Kansas in good producing section of state. For more information address Land Box 3, Grain Dealers Journal, Chicago.

ELEVATORS WANTED—2 or 3 houses near Chicago in Ill. or Ind., that will handle 200,000 bu. corn and oats annually for my \$25,000 equity in one of best renting 8-flat buildings on South Side, Chicago. Flats 7 rooms each; modern; always rented. Building stone and brick. Gross rents, \$282.50 month. This is a good deal for those interested. Mortgage \$12,000, interest 5%, due 3 yrs. Send descriptions to C. S. S., Box 3, Grain Dealers Journal, Chicago.

PARTNERS WANTED.

PARTNER WANTED to build elevator at Memphis, Tenn. Address Mott Store Co., Portageville, Mo.

WILL SELL to man of good reputation and business experience one-half or three-fourths interest in Grain, Hay, Flour and Coal business. Two elevators, five warehouses, seven hay barns, two coal yards. Business well established, about one thousand car loads per annum; growing town in Oklahoma; three railroads. Owner nearly sixty years of age. Will retire from active business as soon as practicable. Address A. B., Box 4, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

WANTED—Position as grain buyer or bookkeeper. 3 yrs. exp. Can furnish references. Address F. D. Johnson, Hereford, Minn.

WANTED—Position as manager in grain elevator. Experienced. Best of references. C. E. Spangler, 610 N. 7th St., Quincy, Ill.

WANTED—Position as buyer for some elevator firm. 4 years' experience. Speak German. Address H. J. Shaffer, Box 312, Hooper, Neb.

POSITION WANTED as traveling auditor, by practical and experienced grain man. First-class accountant. Address Paris, Box 1, Grain Dealers Journal, Chicago.

POSITION WANTED as grain buyer, or work in some large cleaning house with chance of promotion. 3 yrs. experience. A-1 references. Address J. C., Box 4, Grain Dealers Journal, Chicago.

POSITION WANTED as grain inspector; years of experience. Member of Chief Grain Inspectors Nat'l. Ass'n. References the best. Address Inspector, Box 4, Grain Dealers Journal, Chicago.

WANTED—Position as manager of elevator, or bookkeeper and general office work, by young man 32 years old, and married; five years exp.; can give best of references. Address C. S. W., Box 3, Grain Dealers Journal, Chicago.

SITUATION WANTED as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

POSITION WANTED as manager of elevator, with intention of renting, buying, or taking a share in same before the next grain season starts. Must be in a good town of about 2,500 inhabitants or more, and in a good farming locality. Address P. O. Box 361, Hastings, Minn.

WANTED—Position as buyer, manager or solicitor, by married man, age 37. 20 years' experience buying and handling seeds, grain, feed, and hay. Have traveled all the grain states and know the trade. Highest recommendations. Address Expert, Box 2, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

ELEVATOR BUILDER FOREMAN wants position as foreman in construction of country elevators. Can build anything in blue print. 20 yrs. experience. Modern plans furnished. Address Builder, Box 4, Grain Dealers Journal, Chicago.

WANTED—Position in grain business as country station man. Can fill any position in grain and elevator business. Ample experience in grain, lumber and coal; all kinds of engines and machinery. Address Grain Man, Box 4, Grain Dealers Journal, Chicago.

HELP WANTED.

YOU CAN GET competent help for your elevator by making your wants known in the "Help Wanted" columns of the Journal.

MILLS FOR SALE.

SIXTY-BARREL, Water Flour Mill in Eastern Nebraska, with all modern machinery; dam on rock foundation. Address N. Z. Snell, Lincoln, Neb.

FLOUR AND FEED MILL for sale. One of the best points in northern Minnesota; half price; no use for it; good mill. A. F. Cronquist, Erskine, Minn.

50-BBL. FLOUR MILL and French Burr for meal and feed; in best wheat and corn section in Southern Indiana. Address C. T. Melsheimer, Elmore, Ind.

MODERN FLOUR MILL AND FEED BUSINESS in a large and prosperous community. Mill has a capacity of 125 barrels per day. Geo. O. Robinson, Bellaire, O.

SIXTY-BARREL MILL for sale, in Northern Indiana. Good location, doing fine business. Everything in excellent condition. Fine opportunity for someone. Good reasons for selling. Address Steam, Box 1, Grain Dealers Journal, Chicago.

The Value

of an "ad" is not measured by what it costs but by what it pays the advertiser.

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

288 La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

GRAIN FOR SALE.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

RECLEANED JAPANESE BUCKWHEAT in car or bag lots. Write for prices. H. B. Low & Son, Orangeville, Pa.

TEN CARS of Japanese and Silver Hull Buckwheat; also bag lots. Write for prices. Stockbridge Elevator Co., Jackson, Mich.

EAR CORN—If you are in the market for white, mixed, or yellow ear corn, get our prices. J. G. Hermann & Co., Indianapolis, Ind.

WHITE OATS—If you are in the market for a car of white oats, our prices will get your orders. J. G. Hermann & Co., Indianapolis, Ind.

NEW WHEAT: TURKEY hard and ordinary. **MILLING** wheat. Samples and prices on application. F. G. Olson Grain Co., Wichita, Kansas.

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

WRITE OR WIRE F. J. Mead, Flaudreau, S. D., for delivered prices, stating on what railroad you wish delivery made. Barley, Oats, and Corn in carload lots, shippers' weights to govern settlement, excepting where it is possible to furnish Chicago weights and inspection. Then Chicago weights and inspection will govern settlement. References, Illinois Trust & Savings Bank, Chicago, and First National Bank, Flaudreau, S. D.

BAGS FOR SALE.

SECOND-HAND 68" 8 oz. Bags. Capacity four to five bushels grain. Good condition; no holes; 6c delivered. J. B. Worth Co., Petersburg, Va.

RICE HULLS FOR SALE.

RICE HULLS for sale. Ask us for delivered prices. Can make prompt shipment. J. S. Gordon & Co., Beaumont, Tex.

HAY WANTED.

HAY AND STRAW WANTED. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL

Salvage Grain

Screenings and off-grades of Grain and Feed Bought and Sold.

WRITE OR WIRE

WM. B. GALLAGHER, 72 Pearl St., Buffalo, N. Y.

GRAIN WANTED.

CONSIGN US your Kaffir Corn or ask for bids. Moore-Lawless Grain Co., Kansas City, Mo.

WANTED—Two carloads Beardless Barley. Mail samples and delivered price. John A. Salzer Seed Co., La Crosse, Wis.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

QUOTE US. Always in the market for sound grain and mill feed. "The price moves the goods." D. E. Hirshfield & Co., Waco, Tex.

WANTED—A few cars of choice No. 2. Black and white oats. Submit sample and price. Horner Elevator & Mill Co., Lawrenceville, Ill.

NASHVILLE SEED CO., 215 Second Ave., N., Nashville, Tenn., buys and sells hay, corn, field seed and cow peas. If interested, write them.

WANTED—Best prices on No. 2 Red Winter Wheat, No. 2 White and No. 2 Yellow Corn, No. 2 White and No. 2 Mixed Oats, bulk and sacked. Address E. N. Hardy, Broker, South Boston, Va.

ALFALFA MEAL FOR SALE.

WRITE FOR quotations on Alfalfa Meal, for prompt shipment, to The Land & Power Co., Arkansas City, Kan.

We are booked ahead on **ALFALFA MEAL**. Let us send you sample and prices delivered. F. G. Olson, Wichita, Kas.

BUCKWHEAT FLOUR FOR SALE.

CHOICE pure Buckwheat Flour for sale. Prompt shipment. Miner-Hillard Milling Co., Wilkes-Barre, Pa.

COTTON SEED MEAL FOR SALE.

PURE OWL BRAND COTTON SEED MEAL. Known everywhere for its high feeding qualities. Registered analysis. Write for prices and booklet on feeding. F. W. Brode & Co., Memphis, Tenn.

ALFALFA MEAL and Alfalfa Stock Foods

The most economical, the least expensive. Write for prices.

H. C. THOMPSON, Wichita, Kan.

SEEDS FOR SALE.

TIMOTHY SEED in carlots. N. J. Olsen Co., Moorhead, Minn.

HENRY C. ANTHONY, Portsmouth, R. I., grower of seeds for the wholesale trade. Write for prices.

FOR SALE—Alsike and Timothy Seed. Write Walter G. Trumpler, Tiffin, O., for samples and prices.

WE HAVE the largest crop of clover seed in 20 years. Write us for prices and samples. S. Bash & Co., Ft. Wayne, Ind.

SEED CORN—Drouth resisting, 108 bu. per A. of dry shelled corn. Deep grain. Ferndale Stock Farm, Cedarville, O.

BROMUS INERMIS for sale. Write for samples and prices. State quantity wanted. C. M. Howe & Son, Mellette, S. D.

COW PEAS FOR SALE in car load or local lots; Whipperwills and New Era variety. If interested, ask for prices. O. F. Goodin Grain Co., Charleston, Mo.

KAFFIR CORN, Milo Maize, Millet, Cane Seed, and all other grains are now moving. Write us for prices. Cobb & Elliott Grain Co., Plainview, Texas.

SELECTED SEED CORN for sale. Standard White and Yellow Dent varieties. Write or wire for prices. Western Seed & Irrigation Co., Fremont, Neb.

SEED CORN—Well cured and matured, testing 98%. Fancy Oats, Clovers, and Timothy Seed; graded; recleaned. Samples free. De Wall Bros., No. G, Proctor, Ill.

NORTHERN SEED OATS. We can supply choice, heavy seed oats, raised in our cold climate, very hardy and rust proof. **FARGO SEED HOUSE**, Fargo, N. D.

Fancy Michigan No. 2 White Recleaned Seed Oats, testing 32 to 34 lb. also 38 lb. No. 2 White Clipped Oats. Prices on application. Stockbridge Elevator Co., Jackson, Mich.

WE HANDLE ONLY THE BEST. Try us for Farm, Field and Garden Seeds. They are selected and tested by Ames Experts and we know they are right. Summers Seed House, Malvern, Ia.

GRASSES, CLOVERS, ALFALFA, Cane, Millet, Seed Corn, etc. Straight or mixed cars. High-grade Alfalfa our specialty. Samples for the asking. The Mangelsdorf Bros. Co., Seedsmen, Atchison, Kans.

WE CARRY a full line of field and garden seeds. Send for catalog and samples and let us quote you prices. Clover seed our specialty. Address Younkerman Seed Co., Council Bluffs, Ia.

PURE BRED SEED CORN. Reed's Yellow Dent, Lemming, and Gold Mine. All fine yellow corn and good yielders. Sound, dry, deep grained, strong vitality. Satisfaction guaranteed. Crated, \$2.50; Shelled, \$2.00. W. W. Ellmore, Easton, Ill.

A LIMITED AMOUNT of Reid's Yellow Dent Seed Corn; every ear tested; shipped on 10 days' approval; if not satisfied return same at my expense and money will be refunded. **EARLY CHAMPION SEED OATS** cleaned and treated for smut. Address J. W. Coverdale, Elwood, Ia.

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

SEEDS FOR SALE.

WRITE for sample and price of our Northwestern Rust-Resisting Oats. L. N. Crill Seed Co., Elk Point, S. D.

IF IN THE MARKET for Kaffir Corn, Cane, or Millet Seed, ask us for prices. The Western Grain Co., Wichita, Kans.

CLOVER SEED, red and English, re-cleaned, guaranteed free from foul seeds. Write for prices. A. T. Griffith, Columbus, Ind.

KAFFIR CORN and cane seed for sale. Prices and samples furnished on application. Address F. G. Olson Grain Co., Wichita, Kans.

MY 100% CORN—RYD—is bred for yield by the "ear in row" method and 3 kernels are tested from "every ear." Do you want this kind? If so, write F. S. Bone, Grand River, Ia.

CLOVER SEED for sale—We have a good supply of extra quality home grown Red Clover Seed for sale at \$9.00 per 100 pounds f. o. b. La Rose, sacks extra. Write for samples. La Rose Grain Co., La Rose, Ill.

SEEDS FOR SALE

Millet, Cane and Kaffir Corn in carlots.

Prices on application.

J. G. Peppard,
Kansas City, Mo.

BOONE CO. WHITE—Reid's Yellow Dent. We have a limited supply of above named varieties. Selected and air-dried before frost. The best lot of seed we have ever offered. \$2.00 per bu. Bags 20c. Sold in ear only. Address A. H. Mountjoy, Atlanta, Ill.

SEED CORN—100 bu. carefully selected "Improved Leaming" in ear. A large yielder. Matures here, 20 miles north of Mitchell, S. D. Price for the quantity, 90c per bu. Less quantity, \$1.00 per bu. Sacks extra. M. J. De Wolf, Letcher, S. D.

SEED BARLEY AND SEED OATS.

Choice Upper River Barley, absolutely clear from seeds and wild oats, good color and heavy. Choice bright, fair weight, absolutely clean, pure white Banner Oats; also choice field peas. Write for samples and prices, to R. E. Jones Co., Wabasha, Minn.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

SEEDS FOR SALE.

SEED FOR SALE—Medium and Mammoth Clover, free from buckhorn; Alsike free from sorrel; also Timothy. Write for samples and prices. Nathan & Levy, Ft. Wayne, Ind.

SEEDS FOR SALE—Clovers, Timothy, Alsike, Millet, Red Top and other Field Seed. Write us for prices and samples, stating quantities wanted. The Illinois Seed Co., Chicago, Ill.

FOR BRAN, Shorts, Kaffir Corn, Cane, Millet, Clover, Alfalfa Seed, and Alfalfa Meal, and Red Texas Oats, write Simmonds-Shields Grain Co., Kansas City, Mo., for prices. Can ship straight or mixed cars.

THE BEST ALFALFA SEED GROWS "OUT THERE IN KANSAS." We sell it. Ask for samples and prices. Small booklet on Alfalfa mailed free of charge. The Barteldes Seed Co., Lawrence, Kansas.

MILLET FOR SALE—We are situated in the largest Millet producing section in the state of Mo. and have a good supply of Millet fresh from the farm. Will sell in car lots or less. Prices on application. D. H. Clark, Galt, Mo.

SEED OATS FOR SALE—We offer WHITE RUSSIAN SEED OATS originating in the best oats producing section of Nebraska, free from foreign grains and seeds, thoroughly re-cleaned, testing 30 to 32 pounds per bu., at 56c f. o. b. cars Omaha or Council Bluffs, Iowa. Shipments can be made via any line. Write for samples. The Updike Grain Company, Omaha, Neb.

SEED CORN—Early Maturing, grown in Northern Illinois. Reid's Yellow Dent, improved type, made 80 bus. per acre. Griffith's Early Yellow Dent, made 93 bus. per acre. Silver King, earliest high-yielding white corn. This corn is sure to get ripe. All my seed is sold on 10 days approval. Write for free catalog. L. C. Brown, Corn and Oats Specialist, LaGrange, Cook County, Ill.

DO YOU WANT to buy seed grain direct from the largest and most progressive farm in the country? 40,000 acres under cultivation, 125,000 bu. Special Seed Elevators filled with Minnesota No. 169 Wheat, White Russian Oats, Primost (wilt-proof) Flax, Barley, Clover, Timothy, etc. Dakota is noted for the quality of its grain. Ours is the best obtainable. Amenias & Sharon Land Co., Amenias, N. D.

SEEDS WANTED.

FIELD SEEDS and kaffir corn. Send samples. J. Oliver Johnson, Chicago.

WANTED—Medium Red Clover. Send me samples and lowest prices. P. L. Rivard, Pocahontas, Ia.

QUOTE US Milo Maize, Cane Seed, Siberian Millet, Early Fortune Millet. The Quaker Oats Co., Chicago.

BIG FOUR SEED OATS, or other early white variety. Want 2 cars. Offer with sample. H. H. Emminga, Golden, Ill.

WE WANT Big Four, Swedish Select or Silver Mine Seed Oats. Send sample and price. Theo. Burt & Sons, Melrose, O.

RED CLOVER WANTED: Mail samples and quote lowest prices. Sample bags mailed on request. The Mangelsdorf Bros. Co., Seedsmen, Atchison, Kan.

MILLET SEED WANTED—Also Clover. Send samples, stating quantities you can offer and your lowest prices. Jameson, Hevener & Griggs, St. Paul, Minnesota.

WANTED—Clover Seed. Will buy bad Buck-horn lots, and Clover tailings. Send fair, average samples, with bottom prices, or ask for bids. C. C. Norton's Sons, Greenfield, O.

WANTED—Two cars of Northern Grown White Seed Oats—Banner, Big Four, National, or some well known varieties. Send samples and price. Myron A. Silver, West Jefferson, O.

WE BUY Medium, Mammoth or Alsike Clover, Amber Cane, Timothy, Hungarian, German Millet, Speltz, Grain screenings and grain for chicken feed, popcorn, etc., in car lots or less. The Kelly Co., Seed Merchants, Cleveland, Ohio.

SEEDS WANTED—Field Seeds, Clovers, Timothy, Millets, Pop Corn, Red Top, etc. Send samples and name quantity. You can have sample envelopes for the asking. The Illinois Seed Co., Chicago, Ill.

SUNFLOWER SEED WANTED. We wish to get in touch with anyone who has large or small quantities of sunflower seed for immediate shipment. Let us know what you have and we will make you a bid. Address Sunflower, Box 10, Grain Dealers Journal, Chicago.

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

NOBLE BROS.

DEALERS IN

Timothy, Clover and
Field Seeds

Write us for Samples and Prices

Foosland Illinois

CARGILL ELEVATOR COMPANY

Wholesale Dealers in Field Seeds

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J. R. Tomlin Grain Co.
Kansas City, Mo.

GET OUR PRICES

We Expect Your Spring Orders

The matter of **Grain Cleaning** is one of the most important features in your business. All Grain Handlers are giving this subject more thought than ever. They have come to realize the importance of it. Where formerly one or two cleaning machines of a kind were considered sufficient, now three or four are installed, enabling the operator to use a lighter air blast on the individual machine, so that in passing through the line, he can take out all extraneous matter without removing the small kernels, which under the old system, were removed with the screenings, causing a heavy waste and a loss in profits.

We have improved the **INVINCIBLE** line in every essential point, bringing them up to date and have added new machines from time to time to meet the advancing thought on grain cleaning, putting us in a position now to offer you the most complete line of grain cleaners and packing machinery, not only for the Flour Miller and the Cereal Miller, but for handlers of all kinds of grain.

Our **Factory** is commodious and well equipped with the latest machinery, placing us in a position to fill all orders promptly, and with a high grade of construction.

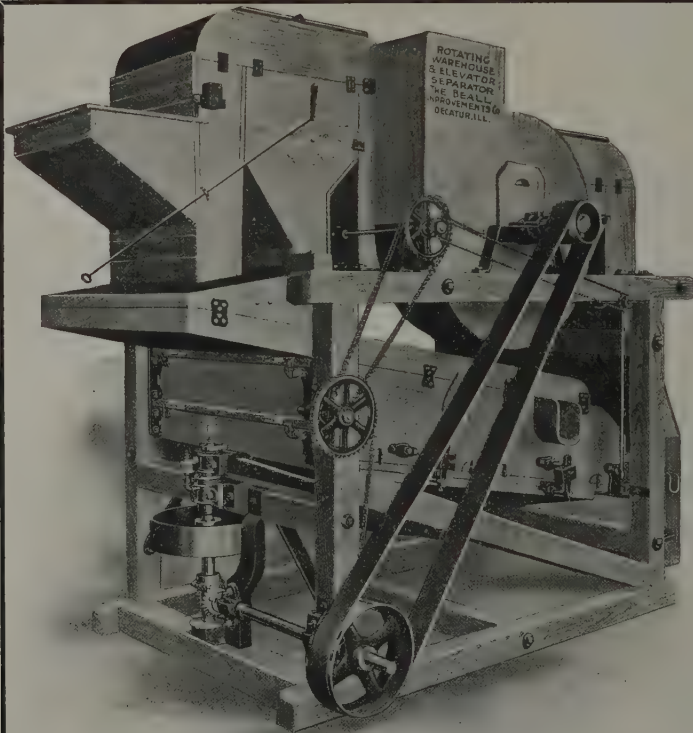
We solicit your inquiries.

Invincible Grain Cleaner Company, Silver Creek, New York

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BY

J. H. PANK, 512 Traders Building, Chicago, Ill. Phone Harrison 667
F. J. MURPHY, 225 Exchange Building, Kansas City, Mo.
C. L. HOGLE, 623 Board of Trade, Indianapolis, Indiana.
CHAS. BEATLEY, Terminal Hotel, St. Louis, Missouri.

N. W. REPRESENTATIVES
Strong-Scott Mfg. Co., Minneapolis, Minn.
Send for 1909 Catalog



If you buy a cleaner

without first
investigating
this machine,
you will
surely regret
having done
so, if you
ever see
one in
operation
afterwards.

Write for the most complete description
of a grain separator ever
printed.

The Beall Improvements Company
DECATUR, ILL.

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,

Manager.

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The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



OLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., FEBRUARY 25, 1909.

LEAKY car reports from different terminal markets continue to pile up evidence of improper cooping by shippers.

SEED OATS will be admitted free of duty if Congress finds the opportunity to give a minute's hearing to the agitation started by the St. Louis Merchants Exchange.

SHIPPERS who sell grain their track should bear in mind that the billing is often of much value and helps to insure a premium for shipments consigned from the same point.

WOOD PULLEYS are gradually but surely disappearing from elevator heads and boots. Dealers seldom write us of improvements made that they do not mention this substitution, showing very clearly that they recognize the value of the improvement. The reduction in the cost of insurance alone will soon pay the expense of the change.

TELEGRAF COMPANIES which send messages by mail should be prosecuted for deception and fraud. Grain dealers can send their own messages by mail just as cheaply as the telegraf companies, and know what to expect. When telegraf companies can not deliver by wire they should so notify wud-be patrons.

OFF-GRADE WHEAT of all kinds is bringing fancy prices because the elevator men who have well-equipped plants can clean it thoroly and so improve its quality as to realize a handsome profit on their purchases.

ANOTHER state railroad commission is about to embark in the weighing and grading of grain. If Nebraska politicians have their way, Omaha will be encumbered with a new gang of politicians every time the state administration changes.

ALL GRAIN now arriving in Indianapolis is inspected upon arrival, without any interference by railroad companies. The local receivers raised such a warm agitation about the railroad officials that they gave up. Railroad officials elsewhere would, no doubt, do likewise if receivers would keep after them.

ASSESSORS are not to have their own way entirely in Kansas this year, as some of the grain dealers and millers propose to oppose being assessed on the average monthly purchases. Many of the freak schemes for assessing grain dealers are utterly lacking in fairness and will not stand the test of the courts.

IT IS now generally agreed that interest on drafts against consignments to a commission merchant must stop day grain is weighed. It may require some time to convince the shippers that the same rule should apply to interest on drafts against track-sold grain, but eventually all will come to the same view in the matter.

FIRES from office stoves seem to be occurring with the usual regularity. In some cases carelessness in the office has resulted in the destruction of the elevator, but in a number of recent cases, only the office furniture and records have been destroyed. However, that was enough to teach a good lesson.

FORWARDING Bs/L promptly oftentimes facilitates the sale of consignments and results in a higher price, as well as prevents demurrage accruing on shipment. Receivers at markets, such as Indianapolis, Pittsburg and Baltimore have been unable to get shipments intended for them, because bankers send papers all around the country, instead of direct.

CANADA'S railroad commission recognizes the justice of grain shippers being paid for grain car doors supplied to cars in which they load grain, and has ordered the railroads to reimburse shippers \$1.00 for each lower door and 50 cents for each upper door placed in cars, which will amount to \$3.00 per car. Grain shippers who are now furnishing their own grain doors will have to continue doing so until they stir up enough agitation to compel carriers to provide properly equipped cars or plenty of lumber to construct grain doors.

RAILROADS will not deduct anything from shortage claims to allow for "natural shrinkage" on shipments in Missouri if a bill now pending in the legislature of that state becomes a law. The Illinois law requires the carriers to deliver what they receive and, no doubt, other states will have similar laws before the winter is over.

OKLAHOMA has just enacted a law, providing for demonstration farms in each county of the state. This latest comer into the Union proposes to give its farmers expert advice on the possibilities of the soil at their command. This is the very excellent action recommended by the Illinois Grain Dealers Ass'n. at its last annual meeting.

THE TIME has long since past when it was necessary for grain elevator men to lease an automatic scale in order to obtain any degree of accuracy. A number of automatic scales can now be purchased at very reasonable prices, whose work can be depended upon. The claim that leased scales will be kept in working order is no better than the guarantee of the scale makers who sell their scales.

SHIPPERS to markets which have adopted the grades of grain established by the Grain Dealers National Ass'n are cautioned not to rely on the rules permitting five per cent of yellow in No. 2 white corn and five per cent of rotten corn in the No. 2 grades. The inspectors allow only two per cent of color in No. 2 corn. It is likely that the wording of the rule will be changed to correspond with the practice.

EXPORTERS of grain and flour were favored recently by the enactment of a law providing for the refund of money paid for stamps under the Spanish War Stamp Tax Law, requiring such stamps on foreign bills of exchange. According to this law, exporters who paid taxes under the law of June 13, 1898, drawn upon foreign bills of exchange between July 1, 1898, and June 13, 1901, will have the tax refunded to them upon application to the Federal Government.

THE CHEAPEST wagon scale a grain dealer can purchase, is one he can depend upon to give accurate weights the year around, and one thing which is as essential as the name on the scale is that it have a heavy firm foundation with dry pit well drained. The most satisfactory way is to have the wagon scale under cover and so much above grade that the pit will be self-draining. That grain dealer whose defective scales undermine the farmers' confidence in him, will find it necessary to spend the price of many first-class scales before he can re-establish the confidence which farmers once had in his weights. Honesty is not the only thing necessary to correct weights. Dependable scales are just as necessary.

UNDERBILLING grain shipments is a criminal offense for which a fine of \$5,000 is provided. It does not matter that the underbilling was done thru error, the offense is just the same. Hence it behooves shippers to be extremely cautious lest they be suspected of trying to obtain a cut rate without carrier knowing it.

BUILDING operations in process and prospective are unusually numerous for this time of the year. Elevator builders and machinery supply houses seem well pleased with the outlook. One feature of recent reports received is decidedly encouraging. Elevator men write us that they propose to tear down their old shacks and put up modern houses with first-class facilities for handling grain by machinery.

THE RAPIDITY with which initial powers that require the attention of an engineer or fireman are disappearing from grain elevators, is amazing. The gasoline engine and the electric motor seem to be driving all other powers out of the elevator; even the old blind mule has almost entirely disappeared from the grain elevators of the country and the steam power plant is fast following in its wake. The electric motor presents a new advantage, in that the installation of several motors close to where the power is needed, minimizes the expense for power, especially in plants where all departments are seldom run to full capacity.

FEW NEW elevators are now erected which do not contain a manlift, and none would ever be erected without them if the grain dealers were fully aware of the great convenience and advantage of these simple devices. The mutual fire insurance companies making a specialty of grain elevator risks, recognize in the manlift such an efficient aid to well oiled boxes and the accompanying reduction of the fire hazard of the cupola, that they make an allowance of 10c a hundred in the insurance rate. A grain man who carries much grain or has a very expensive plant, will save the cost of the manlift in the reduced insurance cost almost the first year.

SCOOP SHOVEL grain shippers will give North Dakota the "go-by" if Senate Bill 270 becomes a law. It is a bill requiring all persons, firms, or corporations now engaged, or who may hereafter engage in the purchase of grain for shipment, other than those engaged in operating grain elevators and grain warehouses, to take out a license to carry on said business and to give a bond of \$5,000. The license fee is only \$150 a year and license must be obtained for each place at which business is conducted. No license will be issued for part of a year, so the poor scooper will simply have to go elsewhere. If every state had a law of similar character, the grain growers would be much better off.

THE GRAIN TRADE will be investigated by a committee consisting of three senators and three representatives if the bill introduced by Congressman Hitchcock of Omaha becomes a law. The bill authorizes the expenditure of \$25,000 in investigating the grading and inspection of grain, transportation and elevation charges. If such an investigation is made the report will convince Congress of the falsity of the base charges made by Senator McCumber.

THE IMPORTANCE of treating telephone contracts for large amounts as void, until confirmed in writing, is again emphasized by a London judge, who refused to consider conversations reported to have been made over telephone by the defendant and denied by the plaintiff. Shippers who buy or sell grain by phone should insist on early confirmation or cancellation of the contract. It is almost impossible to prove a contract made over telephone and neither party is real certain as to whom he is talking with, especially when at a distance.

RECIPROCAL DEMURRAGE has not been forgotten by the Indiana shippers, who are behind an equitable bill recently introduced in the state legislature which gives the state railroad commission full power to regulate demurrage and provides that the Commission may establish a debit and credit for cars unloaded in less than the 48 hours free time after being placed for loading or unloading. While this bill does not go nearly so far as many would like to have it, still it is a step in the right direction. Grain shippers and receivers who have elevator facilities seldom delay a car beyond the free time unless a large number of cars are dumped upon them at once. However, if carriers are to be permitted to charge for delay of their cars, either at initial or destination point, they should be willing to pay for unreasonable delay of freight in transit.

SHIPPERS who suffer by misquotation of rate by carrier will find some consolation in our department devoted to "Grain Carriers," this number. The Interstate Commerce Commission has recently decided that it has authority to award damages to shipper for diversion of his freight over a more costly route. In the same department will be found a decision by a judge of the Court of Appeals of Georgia, in which he says that "An action of deceit might lie in favor of the shipper against the carrier, where the latter had misquoted a rate to the injury of the shipper." The Commission, the courts, and the railroads themselves are beginning to recognize the great injustice of forcing shippers to stand heavy losses due to errors of railroad agents and if the shippers will but keep up a vigorous agitation against this wrong, a remedy will soon be found.

THE KNELL of the bucket-shop is sure to be rung by a number of state legislatures now in session as many bills have already been introduced. The people are at last discriminating between the real exchange and the counterfeit. The fakes were tolerated so long many believed them to be the real thing. Kansas and Minnesota have always supported hundreds of swindling bucket-shop keepers, hence the sufferers are sure to work hard for the pending bills and the driving out of the sharpers.

PURE SEED BILLS seem to be the particular fad of every state legislator who can find time to draft, steal or copy such a document. It is impossible even to keep track of how many have been introduced, and folly to attempt to learn of all the wild provisions laid down for the regulation of the seed trade. If the farmer does not look close, he also will be placed in durance vile for growing mixed seeds. The law-makers simply have a resistless desire to do something to correct the "many iniquities" connected with the seed trade and are simply unable to restrain themselves.

F. C. FICKES of Newville, Pa., is reported to have adopted another new name in the hope of tempting trade. The latest is "Cumberland Grain & Feed Co." Mr. Fickes seemingly does not hesitate to use any name which occurs to him. Inasmuch as he does not care to go to the expense of printed stationery, it costs nothing to change the style of his firm twenty times a day, if he chooses to do so. In the past he has solicited business under his own name as well as under the style of "Fickes Grain & Feed Co.," "Transit Mill & Elevator Co.," and "Newville Grain & Hay Co." Unlike most dealers who are opposed to changing firm names because of the capital in a name which bears a good reputation, he seems to have an aversion to attempting to do business under one name very long at a time.

NEGOTIABLE ORDER Bs/L may be legalized by an act of Congress if the petition of the American Bankers Ass'n is granted. This organization knows what it wants and goes after it without consulting any of the other interests. The Sub-Committee of the Interstate Commerce Commission of the House of Representatives seems favorably disposed toward the request of the bankers, but as Congress is now so near its end no action seems probable. In view of the bankers' dissatisfaction with the present form of B/L it would seem advisable for the grain shippers of the country to co-operate with them in securing the legalizing of a form which will protect both the banker and the shipper. The form now in use protects nobody but the carrier—in fact, nobody else is even considered.

FEDERAL INSPECTION for export grain is provided for in a bill recently introduced by Representative Pollard of Nebraska, but it is so late in being introduced that there seems to be little chance of its being seriously considered. Under the provisions of the bill the Sec'y of Agriculture could appoint federal grain inspectors nearly everywhere he desired, but they would have authority only to inspect grain for export, and according to rules laid down by the "all-wise" Secretary. Senator Hansbrough has attached a rider to the agricultural appropriation bill providing for Federal Inspection, but under it action could be obtained only upon request of grain growers of a community who would have to foot the bills.

TROUBLE BREWING FOR MIXERS.

Food experts of state agricultural departments, especially in southeastern territory, seem to be very eager to jump on grain shippers who are suspected of mixing grain of varying quality or grains of different kinds. A car of oats was seized by the state authorities at Athens, Ga., Feb. 9, because, it is claimed, the car, altho branded No. 2 white oats, in reality contained 54% of barley. Eastern buyers are also objecting to this mixture, probably because they prefer to do their own mixing, and it may be that this practice will soon have to be stopped.

The Federal Agricultural Dept. is also watching for a chance to detect shippers in delivering inferior goods. Its agents seem to feel that the National Food & Drugs Act gives them full authority to insist upon delivery of grain according to the grain inspection rules of the market, by whose grade the grain is sold. Officials of the department have stated very pointedly that if they found any such mixtures shipped as an interstate shipment, they would no doubt condemn it.

The Southeastern Millers Ass'n. is also threatening the mixtures, probably because its members have been unable at all times to get the grade of wheat purchased. The resolutions adopted at the Ass'n's recent meeting are clear-cut and to the point, and no doubt some shipper "will be made an example of" before long, whether justly or unjustly remains to be seen. While the mixing of grains of the same kind will no doubt continue, the mixing of grains of different kinds on a large scale cannot long be practiced without meeting with harassing interference. However, the country shipper, who loads grain into car and sends it to a terminal market to be inspected, sells his grain for what it is and he is not likely to meet with interference, even tho, in cleaning out his bins, he produces some very bad mixtures.

DOCKAGE FOR DIRT has long been the nightmare of the Northwestern farmer, yet few of them have provided facilities for removing impurities from their wheat before delivering it to elevators. The remedy lays in their hands, yet neither they nor the operators of country elevators take advantage of their opportunity to avoid paying freight on dirt and realizing a higher price on grain which would grade better if shipped without the dirt. The average dockage on 95,917 carloads of spring wheat which was received in the Minnesota terminals during the crop year of 1907-8, was 32.6 ounces, compared with 32.2 ounces per bu. on 134,298 carloads of spring wheat docked in the same terminals in 1906-7. Some one is paying a big freight bill for the privilege of shipping dirt with spring wheat, and that, too, without profiting any by the transaction. If the farmers will not clean their grain before bringing it to the elevators, then it behooves the country elevator operators to equip their plants with cleaning machinery to remove the impurities. The poorest kind of a cleaner would more than pay for itself the first year.

DEATH OF THE MCCUMBER BILL.

Day before yesterday the United States Senate declared against the McCumber Bill, and it is dead. No doubt this persistent populist will present a new bill, or the same one, at the next session of Congress, but nothing will be done to force the Federal Govt. into serving the grain trade as inspector during the present session of Congress.

Some very strong arguments were presented against the bill, one of the most forcible being that it was unconstitutional, inasmuch as the Government had no authority to assume control of grain shipments until they had entered into interstate commerce.

The entire trade is earnestly desirous of securing uniform rules and uniform gradings in all markets—not because the "honest" importers of Europe want it, but because the members of the trade in all sections of this country feel that it would facilitate and promote business interests at home, as well as abroad.

Many of the queer rules so widely at variance with those in common use were so constructed without any valid excuse. If the state inspection departments have any desire whatever to serve honestly the grain trade as classifiers of grain, they, too, must join with the National Ass'n in its work for uniform rules.

The grain trade possesses accurate knowledge regarding the different grains handled in the different markets and the characteristics of each, as well as the needs of the trade, far better than the agents of the Federal Govt. can ever hope to know them, and surely the members of the trade must be credited with

possessing sufficient brains to draft rules specific and clear enough to classify grain as needed. If the Government desires to force the trade to adopt uniform rules well and good. But it has no right to make rules or serve as inspector.

The authorities now in charge of making and enforcing rules governing the grading of grain, owe it to the trade to get together and do something—take some actual step toward uniformity. It is not expected that perfection will be attained at the first effort, but changes can be made as defects develop.

NATURAL SHRINKAGE.

Recently at the annual meeting of the Kansas Ass'n several claim agents and many grain shippers discussed at length "natural shrinkage" of grain in transit, and the freight claim agent of the Missouri Pacific presented figures of a number of cars which would seem to indicate that many shippers are wasting much valuable stationery and time in chasing after ten or twenty pounds of grain. The majority of those in attendance scoffed at the idea of making claim for so small amounts, but the freight claim agent showed the papers. With such a multitude of trifling claims, it is no wonder that the claim departments in wild exasperation perpetrate many injustices. After all was said, the evidence in the docking of shortage claims for "natural shrinkage" was still unjustified.

The shrinkage of grain due to handling thru an elevator is always more than that due to natural evaporation of moisture and, in the olden days, when carelessness forbid the sweeping of cars, the loss in handling was much greater than it is today. At present, in the principal terminal markets, cars are invariably swept clean and all linings are carefully examined for grain.

The weighing and re-weighing of two cars of kiln-dried corn, gives no convincing evidence of what the average shrinkage is on grain shipped from different points to different markets under varying conditions. The statistics compiled by the Peavey Elevator Co. and the Tri-State Grain Dealers Ass'n, covering the shipment of thousands of cars, afford the only reliable information on what the actual shrinkage amounts to. Off-hand statements, as to what shippers estimate it to be, cannot be accepted as evidence.

It was gratifying information to the grain dealers in attendance at the meeting, to learn that docking for "natural shrinkage" had been discontinued on all Western roads and there was no disposition to resume the practice. It would be discontinued in all parts of the country if shippers everywhere would insist on railroads proving their right to make the deduction.

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A WAIL FROM A BUCKET-SHOP.

Grain Dealers Journal: I herewith hand you copy of letter received from Mr. Short of Wamego that speaks for itself. I mailed copy of this letter to Mr. Cox and in reply he stated that it reminded him of the fellow who wrote the editor of a certain paper demanding that the editor stop his paper for the reason that he never mentioned in his last week's issue about Jim Brown's bull calf that fell in the well and broke its legs.

Wamego, Kans., Feb. 5, 1909.
Mr. E. J. Smiley,
Topeka, Kans.

Dear Sir:—I did intend to attend the convention at Kansas City with the rest of you, but have been sick in bed for the past two weeks and could not attend. I am very glad that I did not get to attend as I see by the papers that about all that was done was to fight the bucket shops. They leave their own state, go over in Missouri and join that gang, and they could not find a bigger lot of bucket-shop men in the United States than those commission men who belong to the Kansas City Board of Trade. They just pull the wool over you fellows' eyes and say go after them. They know what it means to them if you would pull all the private wires out. They would reap the harvest and it would cost the trader from 25c to 60c every time he made a trade. Don't we know what they are? There is scarcely a man in the country who they think ever makes a trade in futures but what is getting letters from this Kansas City, Mo., Board of Trade men wanting their business. I get a number of them myself.

Now what I would like to know is where does the bucket-shop hurt the grain man? I know dozens of them who say that they do them more good than the Kansas Grain Dealers Assn. has ever done. I don't think the Kansas Grain Dealers Assn. ever did me one single cent's worth of good since I have belonged to it, but would have stayed with them until they got to fooling with something that was none of their business. Now I don't ever intend to pay another cent into it, and will ask that my name be dropped from the list. I think that if they had let this bucket-shop business to a vote more than ¾ of the Kansas grain dealers would vote in favor of the private wires, so we can tell what the markets of the world are doing. I for one will say that the wires do we grain dealers more good in a week when the grain is moving fast than the association would do in a year.

It seems funny to me that the association would have to go outside of the state to have their meetings and go over with those Missourians and turn down the Kansas people. It don't look good to me, and I would not put it past some of our leaders of the association but what the Kansas City Board of Trade men have bought them to fight the Kansas Board of Trade. Why can't Kansas have a Board of Trade as well as Missouri, and why can't the association help to make a better one instead of joining Missouri and fight their own people? If I stay in the grain business 50 years I never will ship a carload of grain to Kansas City, Mo., again. Those fellows are just after this future business; that is all they are fighting the Kansas Board of Trade for. Please scratch my name from the Kansas Grain Dealers Assn. as I don't want to belong any longer.

Yours very truly,

Frank Short.

I consider Mr. Short's letter with as much interest as I would the one to the editor, only that he makes certain accusations that we all know to be untrue and without foundation. This man Short

operates a Christie wire in connection with his grain business at Wamego which accounts for him writing such a letter. Very truly yours, E. J. Smiley, Sec'y., Topeka, Kan.

"NATURAL SHRINKAGE" DOCK-AGE.

Editor Grain Dealers Journal: I am pleased to learn from your issue of the 10th instant that Mr. J. S. Tustin, F. C. A. of the Missouri Pacific Railway Company, made some fun for the amusement of the members of the Kansas Grain Dealers Association at the meeting in Kansas City, out of my paper upon "Natural Shrinkage of Grain in Transit" which you so obligingly printed a few months ago. It is a privilege to have contributed something to the gayety of the assembled sufferers of the West. Here, "natural shrinkage" as a device for extorting money from the members of our Exchange, is dead, and no one wishes to speak ill of the deceased.

I am sorry that I could not have heard Mr. Tustin, for, altho not from Missouri, I want to be shown why anyone can justify a general deduction for something not yet shown to exist; and I can enjoy a laugh even at my own expense, having been a Secretary for more than a year and, therefore, no longer thinskinned.

The testimony in your columns, presumably given by Mr. Tustin, is not altogether convincing, for it would be not at all difficult to produce an equal if not greater number of signatories to testimonials that there is no natural shrinkage, and even in our own organization we find some who think as the railroad officials would have them think. To illustrate this point, our Exchange is now prosecuting a complaint before the Interstate Commerce Commission, asking that the same period of free storage upon flour be granted by the railroads here as they grant at New York. In New York they give thirteen days free, here only four. Yet at the recent hearing the railroads found an ally from our midst who testified that he is satisfied with four days and does not want thirteen.

Two of Mr. Tustin's witnesses testify their belief that there is a natural shrinkage of ¼ of 1% and from ¾ to ½ of 1%; one says there is a loss of from two to ten bushels per car; this last we can average against the Udpick Grain Company's statement that there is "no shrinkage"; the letters of fifteen years ago might reasonably be regarded invalid as testimony, if not outlawed. None of these proves anything. I have had a much longer experience as a grain exporter and with grain exporting houses than as a Secretary, and can truly say (having bot millions of bushels of grain upon western weights) that a shrinkage of one per cent. would have been prohibitive. The usual basis of profit that we figured upon was one-half cent per bushel, and if the loss in weight from natural or any other kind of shrinkage had been one per cent. no exporter could have done business.

The test weights of Mr. Tustin's two cars indicate nothing more clearly than varying scales, for the contents gained and lost so wonderfully and alternately that the test proves nothing excepting the unreliability of scales and weights. Personally I think that railroads should not be held responsible for mere scale variation, unsubstantiated by any proof of loss or damage, and I believe there is some loss consequent upon the handling

of every car of grain that is shipped, but not always a "natural shrinkage" in the true sense of that term. The firms with which I have been associated have lost thousands of bushels of grain and paid many thousands of dollars for grain that was never received, for which they never made claims. The question is dead here and I think no Eastern road will attempt to resurrect it.—Frank E. Marshall, Sec'y. Com'l Exchange, Philadelphia.

INSPECTION UPON ARRIVAL IS NOW PERMITTED AT INDIANAPOLIS.

Grain Dealers Journal: We have been giving considerable time to inducing the railroads to permit inspection of grain upon arrival without special permission from shipper, and we already have accomplished something as the railroads have withdrawn their objection to inspecting grain as has been the custom here for years. We are very well satisfied with the particular clause in the uniform B/L relative to inspection of property and appreciate that property should not be inspected unless B/L has been surrendered, written consent given by the shipper OR UNLESS provided by law. We feel that our Indiana law provides for this as it is identical with the Illinois law and was copied from same.

Following is a copy of communication from our Board of Trade to our State Legislature, also copy of an amended bill which we hope to have introduced today in both the House and Senate, and would like to have the endorsement of every grain shipper throughout the state:

ASK THAT INSPECTION OF GRAIN BE LEGALIZED.

At a meeting of the Board of Governors of the Indianapolis Board of Trade, held Feb. 15, 1909, the following amendment for the purpose of legalizing the present and customary system of official grain inspection in Indiana, was presented to it for consideration. After careful examination of same and appreciating the importance of this amendment to every shipper of grain throughout the state, the Board unanimously approved the amendment and heartily recommends your support of same:

The Present Law with Proposed Amendment in Blackface Type.

AN ACT to amend Section 17 of an ACT entitled "AN ACT to regulate public warehouses and warehousing, and inspecting and mixing grain; making warehouse receipts assignable and negotiable, and providing a penalty for issuing false or fraudulent receipts by warehousemen, and for fraudulently removing property by them," approved March 9, 1875.

Section 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF INDIANA, That Section 17 of an Act entitled, "AN ACT to regulate public warehouses and warehousing, and inspecting and mixing grain; making warehouse receipts assignable and negotiable, and providing a penalty for issuing false or fraudulent receipts by warehousemen, and for fraudulently removing property by them," approved March 9, 1875, be amended so as to read as follows:

Sec. 17. Inspectors appointed in pursuance of this act may classify and determine the grade to which any article of property submitted to his inspection belongs, but where there is a Board of Trade, or other commercial organization in such county, such organization shall have the exclusive authority to fix the grade of property, defining what shall constitute grades numbers one, two, etc., the inspector determining only as to what grade the same belongs, and where there is no such organization in any county, then the grading and rates of compensation for inspection adopted by such organization in the city nearest to the point where such grain or other property is inspected, shall govern such inspector in his inspection:

Provided, That all grain in car-loads, shipped over any railroad, upon arriving at any city or town where there is a regularly appointed and qualified inspector or inspectors, duly appointed and qualified under the provisions of this Act, shall be inspected

and graded by duly authorized inspector, unless notice that such grain is not to be inspected shall have been given to the railroad company transporting such car, or to the inspector, before the arrival of such grain.

The grain so arriving shall be inspected in the yards of the railroad company over whose railroad it shall arrive, and it shall be the duty of the railroad company to post, in its yard office, the number and initials of such cars and the location of same, and to place the same, upon arrival, where they may be easily and conveniently inspected, and, provided, further, that any grain destined to an elevator of Class "A," may be inspected on the tracks of such elevator instead of in the yards of the railroad company.

The provisions of this act shall not apply to grain which is transported through such city or town by the railroad and which is not to be stopped at such city or town for unloading, handling, storing, sale or re-consigning, unless the bill of lading of such grain bears upon the face thereof the notation "Hold for Inspection."

Section 2. WHEREAS, An emergency exists for the immediate taking effect of this ACT, therefore, the same shall take effect and be in force from and after its passage.

The Railroads' attorneys here had ruled that inspection of grain here was not provided by law and insisted that grain should be unloaded in the elevator before being inspected. After having personally explained this matter and showed them that it was a physical impossibility to inspect grain after going into the elevator, and further, that our Statutes provide that all grain must be inspected before being received into such public elevator, they have granted us the privilege of inspection. All roads here at present are doing as has been done heretofore, with the understanding however that they reserve the right to enforce this rule again if in their opinion it is not provided by law.

I have submitted a copy of our bill to these same railroad attorneys, it being entirely satisfactory to them and containing no objectionable features whatever. It is strange that this rule should apply at certain points in the C. F. A. territory and no notice of it be taken in the Eastern and Western part of the country.

We are only trying to provide by law to continue the general custom here for the past twenty-five years relative to the inspection of grain. We believe we are now on the right track and that our action will be of benefit to receivers not only in this market, but in others, and if they will get busy, we can no doubt get the same treatment here and in other cities as in Chicago, St. Louis and all the Eastern markets.—Yours very truly, Bert A. Boyd, Indianapolis, Ind.

HAVE SETTLED.

Grain Dealers Journal: Referring to our previous communication in which we advised you that the Holly Produce &

Milling Co., Holly, Mich., had refused to make settlement for balance due us, amounting to \$4.46, we now beg to advise you that they have now sent us their check for this amount, thus settling the account.

We also want to thank you for your kindness in printing our letter, and we believe that if this plan was followed out by the grain dealers in general it would have a tendency to improve the standing of a great many of those engaged in the grain business.—Yours very truly, The Goemann Grain Co., per Goemann, Toledo, O.

SCALE TICKETS.

Grain Dealers Journal: We enclose sample page of 4 tickets—1,000 to book. These tickets are made in triplicate, the stub and original are printed in black and the duplicate in red ink. When several loads of a lot are to be hauled in, we give out the duplicates which are in red ink and marked "Not Negotiable." Our farmer friends want a memorandum and the duplicate is satisfactory. Before adopting this plan, we gave out the original tickets and they were frequently lost. Would then have to settle from stubs at some risk of paying more than once for some stuff.

We keep the original tickets until the farmer is through hauling and when settlement is made stamp them paid and file them away, and allow the farmer to keep the duplicates for his file. This is safe for us and satisfactory to our customers. A little more work making out the triplicate, or stub ticket, but a great saving in the long run.

Our objection to the two-ticket plan and the carbon copy, is that when there is a big run, several pages are involved at same time, and it would be too much trouble to move the carbon sheet. You will notice our duplicate tickets are on outer edge, convenient to tear off, and the stub can be filled out at convenience of weigher, from the original which is left in the book until close of the day when all tickets are taken out and put in envelopes properly addressed. Another great advantage in this plan is that we have a convenient record of all tickets out that are not settled for. Some of our customers put off settlements for months and it would be a big job in busy season to calculate from our stubs and settlement books how much grain we had on hand that was not paid for. With the original tickets in our possession it is an easy matter and we are immune against having to pay more than once for any. The plan has proven very satisfactory.—Yours truly, The Howe Grain & Mercantile Co., by J. A. Hughes, Mgr., Howe, Tex.

FREIGHT RATES VIA ST. LOUIS AND CHICAGO.

Grain Dealers Journal: The meeting of grain dealers held at Ft. Dodge, Ia., Jan. 6, no doubt was with the best intentions in the world, but the dealers seemed to have been guided by misinformation, as many shippers are already shut out of Chicago market by reason of lower rates being granted them to St. Louis. I believe it is right that shippers should strive to secure such freight rates as will give them the advantage of as many terminal markets as possible.

The rate from Des Moines, Ia., to St. Louis is 8c; to Chicago, 12½c. In view of these rates, it is not clear how the Des Moines dealer gets the advantage of competitive markets and competitive prices which he would enjoy if Des Moines had an equal rate to both markets. While the present rates are in force, the Des Moines shipper has but one market. It would not be possible for the Chicago dealer to pay 4½c per Cwt. more for grain than his St. Louis competitor.

From Ft. Dodge, the rate to Chicago is 13.3 cents on coarse grains, while the distance is 367 miles. The rate to St. Louis is 13.3 cents, distance 424 miles. Surely this cannot be considered a discrimination against St. Louis!

The most favorable market for St. Louis is to the Southeast and the Carolina territories. The thru-rate from Ft. Dodge to Atlanta, Ga., via St. Louis, is 39.3 cents per Cwt. The distance is 1039 miles. The rate between the same points thru Chicago is 44.3 cents per Cwt.; distance 1100 miles.

It is difficult to understand how the dealers in Ft. Dodge territory can avail themselves of the competition of the two markets on Southeastern business when the rate is 5 cents per Cwt. less by the St. Louis gateway than via Chicago.

The rate to Raleigh, N. C., via St. Louis, is 46.3 cents per Cwt., distance 1380 miles; while the rate from Ft. Dodge to Raleigh, via Chicago is 49.3 cents per Cwt., altho the distance is but 1265 miles, or 115 miles in favor of the Chicago gateway, while the rate is 3 cents per Cwt. more. In these days of small margins, 3 cents is enough to cut out any competition.

The Estherville, Ia., dealer, in shipping to Atlanta, Ga., must use the St. Louis gateway because the weight is 5 cents per Cwt. less than via Chicago, altho the distance is but 68 miles less. If he ships to Raleigh, N. C., he must use the St. Louis gateway because the weight is 3 cents per Cwt. less than via Chicago, altho the distance is 108 miles more. Shippers do not enjoy the benefit of competitive markets, principally because Chicago is shut out

STUB, Not Negotiable, Price _____

Load of _____

No. Sacks _____ to House No. _____

To Car _____ No. _____

From _____

To THE HOWE GRAIN & MERC. CO.

Weighed at Howe, Tex., _____ 19

Gross By _____ lbs.

Tare _____ lbs.

Net Weigher _____ lbs.

Fees _____ Driver On—Off _____

ORIGINAL Ticket, Price _____

Load of _____

No. Sacks _____ to House No. _____

To Car _____ No. _____

From _____

To THE HOWE GRAIN & MERC. CO.

Weighed at Howe, Tex., _____ 19

Gross By _____ lbs.

Tare _____ lbs.

Net Weigher _____ lbs.

Fees _____ Driver On—Off _____

DUPLICATE, Not Negotiable, Price _____

Load of _____

No. Sacks _____ to House No. _____

To Car _____ No. _____

From _____

To THE HOWE GRAIN & MERC. CO.

Weighed at Howe, Tex., _____ 19

Gross By _____ lbs.

Tare _____ lbs.

Net Weigher _____ lbs.

Fees _____ Driver On—Off _____

by the present rates from the movement of grain from Iowa to the Southeast and Carolina territories.—W. M. Hopkins, Mgr., Transportation Dept., Chicago Board of Trade.

HURRAH FOR EVERYBODY!

Grain Dealers Journal: We have been reading your valuable Journal for a number of years and in each issue we find many articles that are of interest to us. Being engaged in the grain business we know a few of the conditions that confront country dealers in everyday life and we are enclosing a copy of a clipping we found in a Kansas newspaper shortly before Christmas which may contain a lesson for some of our brother dealers:

"How can a poor farmer have a merry Christmas when he has nothing to live in but a big house, nothing to shelter his horses but a warm barn, nothing to eat except everything that grows out of the ground or can be bought at the store, no way to get his mail except having it brought to him every day by a smiling rural carrier who will soon be wearing Uncle Sam's uniform with shining brass buttons, no way to get to town but with a rubber tired buggy or a motor car, no way to make money but to sell 50-cent corn, 90-cent wheat, 27-cent eggs and have his farm double in price once in awhile? While you are enjoying your own Christmas dinner don't fail to drop tea for the poor, down-trodden farmer man!"—Jewell Kansas Republican.

In view of the fact that most of we dealers are ordinary robbers and hold-up men, thieves of the merciless brand and all around "skimmers" of the poor-down-trodden farmer, an article like this may cause some of us to reform and divide our "extremely wide" margins with the "under dogs."

In our experience we have found that all farmers are built on the George Washington plan. They can not tell a lie. What a blessing it is to us to know that our customers always speak the truth. When they quote competitor's prices, and describe their grain to us in beautiful terms we know (not) they speak the truth.

We are not here to tear the farmer to pieces for we have a great deal of respect for the honest hard-working farmer and believe that farming is a noble occupation. Farming is indeed the foundation of our country and we want to see the farmer prosper, but we also want to see others prosper as well, and the grain dealers of this country are entitled to a share of the prosperity. Let us hear more in defense of the grain merchant. There seems to be a feeling prevalent that everything belongs to the grain grower. Sort of a "you owe me" feeling. Entirely wrong and in no sense of the word proper.

We like to hear an occasional word that shows the average grain dealer in

the proper light, and we say HURRAH for the farm, HURRAH for the farmer and DOUBLE HURRAH for the honorable grain dealer.—Yours truly, C. A. Slife, Dedham, Ia.

CONSIDERS COST OF SELLING CAR OF OATS TOO HIGH.

Editor Grain Dealers Journal: I was much interested in the discussion of the interest charges at the Kansas City meeting, published in the last number of the Journal. I wish to tell of an experience I had recently with a car of oats, shipped to St. Louis on consignment. The shrinkage was 53 bus. Inasmuch as the oats cost here 45c, we lost \$23.85 on this one item. Other charges tacked on were reconignment, \$2.00; car service, \$1.00; inspection, 75c; weighing, \$1.60; interest, \$1.64; guarding car, 25c; commission on 1200 bus., \$6.00; total, \$37.09. It seems to me that some of these charges could be done away with to the advantage of the market. I would be pleased to know what other shippers think of such charges.—W. B. Essick, Manley, Neb.

USES A COMBINATION WEIGHT TICKET AND CHECK.

Grain Dealers Journal: I send you herein form of grain ticket and check combined which I have found very handy. The checks are printed in sheets of three, similar to a bound check book or used with punched eyelets in regular books. I use checks printed on paper of different color for each car so that at a glance I can tell which car the load went into. This is for snapped corn sold to me by farmers who take the check ticket to the bank and get it cashed. The grain table on check assists farmers to determine the number of bushels in load delivered. I use stubs also for each check, similar to the regular bank book upon which is recorded same facts as on check. The check tickets for corn are charged to my account by my banker, just as any other check, thus doing away with issuing another check for the ticket. My check tickets are all numbered consecutively.—T. P. Martin, Jr., Marlow, Okla.

The establishment of a grain clearing house is contemplated at Fort William, and Port Arthur, Ont., to make possible the loading of a cargo at a single elevator instead of at several houses.

The Farmers Educational & Co-operative Union have recently formed a combination to market direct under a single selling agency the crops of farmers producing 20,000,000 bushels of grain annually.

Changes in Grain Rates.

New grain tariffs filed with the Interstate Commerce Commission as reported in the *Traffic Bulletin* have the following among them:

C. B. & Q. grain, screenings from Duluth, Minneapolis, Minnesota transfer, St. Paul, Winona, La Crosse and Superior, Wis. to Ohio river crossings and points in Ill., Ind., Ky. and Ohio; I. C. C. No. 9348 effective Mar. 10.

Can. Pac. wheat and oats from Fort William, Ont. to points in Eastern Canada and New England points; I. C. C. No. E. 814, effective in Canada Feb. 8; interstate Mar. 5.

Can. Pac. seed wheat, from stations in Alberta to St. Paul, Minneapolis and Minn. transfer; I. C. C. No. W. 311, effective Mar. 8.

C. C. & St. L. grain, from Cincinnati, O. to western points; addition to list of carriers; sup. 11 to I. C. C. No. 3443, effective state Feb. 17, interstate Mar. 9.

C. C. & St. L. grain and grain products from stations in Ind. to Louisville, Cincinnati and Chicago; sup. 28 to I. C. C. No. 2667, effective Mar. 12.

C. M. & St. P. grain and seeds, cancel one-half tariff rate for seeding purposes between stations in S. D.; effective Mar. 9.

C. & N. W. corn, oats, rye and barley from stations on C. & N. W. to Ohio river crossings when destined to southeastern and Carolina territory, I. C. C. No. 6986, effective Mar. 6.

C. R. I. & P. grain between local points in Colo., sup. 25 to I. C. C. No. 11691 D, effective state Feb. 4, interstate Mar. 12.

C. R. I. & P. grain and grain products between Mo. river points, Sioux City and points in Kan. Neb. Colo. and Okla., also between local points in Kan. and Neb. and points in Colo.; sup. 25 to I. C. C. No. C7979, effective Mar. 19.

C. St. P. M. & O. flaxseed, grain and grain products between St. Paul, Duluth, Sioux City, Omaha or Chicago and rate points in Minn. Ia. S. D. and Neb. on C. St. P. M. & O.; sup. 8 to I. C. C. No. 3416, effective Mar. 15.

C. & E. I. grain and grain products from Ill. points to Chicago and from Chicago to Thebes, East St. Louis, St. Louis, Trans. Miss. river to points in Ind.; sup. 30 to I. C. C. No. 2180, effective state Feb. 15; interstate Mar. 8.

Sou. Frt. Assn., grain and grain products from St. Louis, Carondelet, Mo. to Cairo, Evansville, Memphis, destined beyond, and southeast and Miss. Valley junction points; sup. 6 to I. C. C. No. A9, effective Mar. 20.

S. W. grain, grain products, seed, hay, and straw, from Miss. and Mo. river points, also points in Ark., Colo., Ill.,

FIRST NATIONAL BANK, MARLOW, OKLA.

Corn in Ear and Shuck 72 Pounds to the Bushel.

WT.	BU.	WT.	BU.	WT.	BU.	WT.	BU.
1296	18 2376	33 3456	48 4536	63			
1368	19 2448	34 3528	49 4608	64			
1440	20 2520	35 3600	50 4680	65			
1512	21 2592	36 3672	51 4752	66			
1584	22 2664	37 3744	52 4824	67			
1656	23 2736	38 3816	53 4896	68			
1728	24 2808	39 3888	54 4968	69			
1800	25 2880	40 3960	55 5040	70			
1872	26 2952	41 4032	56 5112	71			
1944	27 3024	42 4104	57 5184	72			
2016	28 3096	43 4176	58 5256	73			
2088	29 3168	44 4248	59 5328	74			
2160	30 3240	45 4320	60 5400	75			
2232	31 3312	46 4392	61 5472	76			
2304	32 3384	47 4464	62				

190 No.

PAY

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CASH THIS PROMPTLY

Kan., Ky., Neb., N. M., Okla., Tenn. and Wy., to points in La.; I. C. C. No. 575, effective Mar. 15.

T. St. L. & W. grain from East St. Louis and St. Louis to points in Ind., Ky., Mich. and Ohio; I. C. C. No. 19, effective Mar. 11.

Wabash, grain and grain products from Decatur to Milwaukee, Waukesha 8c; Manitowoc, Menasha, Portage, Nekoosa, Neenah, Wis., 14c, Duluth, 16c.; effective Mar. 6.

Detroit T. & S. L. grain from Detroit, Monroe and West Detroit to points in Ind., Ky. and Ohio; I. C. C. No. 285, effective Mar. 15.

Elgin J. & E. grain, from stations on Elgin J. & E. in Ill. to points in Ind., Ohio and Ky.; I. C. C. No. 1009, effective Mar. 12.

Grand Trunk, grain, from Chicago, Milwaukee (across lake) to points in Mich.; effective Mar. 10.

Ill. Cent. grain, grain products and seeds between St. Paul, Minneapolis and Minn. Transfer Minn. and stations on Ill. Cent. in Iowa, Minn., S. D. and Omaha; sup. 11 to I. C. C. No. A5311, effective Mar. 8.

Ill. Cent. grain, from Peoria and Pekin (when from beyond) to Miss. Valley points; sup. 5 to I. C. C. No. A6781, effective Mar. 8.

Mo. Pac. grain and grain products from stations on Mo. P. in Mo., Kan., Neb., Colo., Okla., to points in La., Miss., Ala.; sup. 55 to I. C. C. No. 6580, effective Mar. 17.

M. St. P. & S. S. M. grain, from Minn. points to points in Wis. and northwestern points; sup. 9 to I. C. C. No. 1606, effective Mar. 12.

C. C. C. & St. L. grain and grain products from points on C. C. & St. L. and Cin. No. to eastern points; sup. 11 to I. C. C. No. 4238, effective Mar. 15.

C. R. I. & P. corn, kafir corn and oats between points in Kan. and Neb. and points in Mo.; I. C. C. No. C8600, effective Mar. 15.

Min. & St. L. wheat, from Minneapolis and St. Paul or Minn. Transfer, Minn. to Chicago, Peoria, Kankakee, and points taking same rates; sup. 8 to I. C. C. No. 1738, effective Mar. 16.

Minn. & St. L. grain and seeds, from stations on Minn. & St. L. and connections on C. M. & St. P.; sup. 1 to I. C. C. No. 2038, effective Mar. 22.

M. St. P. & S. S. M. corn, oats, rye, barley, malt and speltz, from Minneapolis, St. Paul, Minn. Transfer, Minn. and rate points to eastern points; I. C. C. No. 2424, effective Mar. 15.

Nor. Pac. grain, flour, flaxseed, between Breckenridge, Moorhead, Wahpeton, Fargo, Chicago and Peoria, also points in Wis. and Mich.; sup. 1 to I. C. C. No. 3904, effective Mar. 15.

Mo. Pac. grain, grain products, hay, straw, etc., from stations on Ft. Smith & W. and St. L. El. R. & W. to Memphis, Belmont, Birds Point, Columbus and rate points; from Missouri River points to points in Minnesota, Wisconsin and Iowa; between St. Louis, Carondelet and East St. Louis and points on Mo. Pac.; between stations on Ft. S. & W., etc., and New Orleans and common points; from stations on Ill. Sou. Ry. and Wabash C. & W. to El Dorado, Ark.; from Missouri points on Mo. Pac. and St. L. I. M. & S. to Arkansas points on St. L. I. M. & S.; in six tariffs, effective Mar. 17.

Mo. Pac. grain and grain products, from Omaha and South Omaha, Nebraska City and Council Bluffs to Mississippi Valley points; from Mid. V. points

to New Orleans and rate points; from Mo. Pac. stations in Missouri, Kansas, Nebraska, Colorado and Oklahoma to points on L. & A., L. & N. W. and Shreve A. & S. W.; from St. Louis, East St. Louis, Carondelet, etc., to Arkansas points on St. L. I. M. & S. and connections; from Concordia, Kan., Superior, Sas and from points in Missouri and Kansas and from points in Missouri and Kansas to Mississippi Valley points; in six tariffs, effective Mar. 17.

M. St. P. & S. S. M. rules governing allowance for grain doors at stations on M. St. P. & S. S. M.; effective Mar. 10.

Cum. Gap. Desp. rules governing charge and settling expense for grain doors; effective Mar. 8.

D. T. & I. rules governing charge and expense for grain doors; effective Mar. 16.

Wabash, grain doors, rules governing furnishing at St. Louis and East St. Louis; effective Mar. 12.

A. T. & S. F. grain allowance for doors; effective Mar. 20.

N. Y. & St. L. wheat and flour from Fostoria, O. to Toledo 3c, effective state Feb. 15., interstate Mar. 8.

C. St. P. M. & O., alfalfa and cane seed from Omaha to Sioux City 9.35c; effective Mar. 15.

Grand Trunk, wheat, corn and oats (ex-lake) from Midland and Tiffin, Ont. to Boston, Mass., 14½c; effective Mar. 10.

Ill. Cent. grain from East St. Louis to New Athens, Ill. 1c; effective state Feb. 3; interstate Mar. 8.

L. & N. grain and grain products from Louisville to Sandusky, O., 11c; Wiloughby, O., Hickory and Cambridge Springs, Pa., 12c; effective Mar. 11.

MoP wheat 8½c; corn 7½c; from St. Louis and Carondelet, Mo. to Flat River, Mo., effective Mar. 17.

MoP grain and grain products from local points in Kan. to points in Okla.; effective Mar. 17.

C. B. & Q. flaxseed, from St. Paul, Minneapolis and Minn. Transfer to Fredonia, Kan. 15c; effective Mar. 12.

C. Gt. W. corn, oats, rye, barley, elevator dust, grain screenings, oat clips and refuse from stations in Minnesota, St. Paul, So. St. Paul, Minneapolis and Minn. Transfer (applies only on shipments moved into these points via any railroad) to New Orleans, La., 21½c; rules governing minimum weight; effective Mar. 9.

C. C. C. & St. L. elevator dust and clippings, from Columbus, O., to Pekin, Ill. Peoria, Chicago 10c; Linden, Ind., 9c; Milwaukee, 11½c; effective Mar. 15.

B. & O. dust and oat clippings from Columbus, O., to Peoria, Ill., 10c; effective Mar. 15.

C. Gt. W. flaxseed, from St. Paul, Minneapolis, Minn. Transfer and rate points to Fredonia, Kan., 15c; effective Mar. 15.

C. & N. W. flaxseed, wheat, oats, corn and barley and rye from Groton, S. D., and Oakes, N. D., to Duluth, Minn., Superior, East End and Itasca, Wis., 14c; terminal rate, and only applies between these points; effective Mar. 15.

C. & N. W. Malt from Winona, Minn., to Des Moines, Ia., 10c; effective Mar. 15.

Hocking V. grain and grain products from Toledo, Rockwell and Fostoria, O., to Charleston, W. Va., via C. & O. only 9c; via K. & M. 8c; from Columbus and So. Columbus, O., to same point, 7c; effective state Feb. 25; interstate Mar. 15.

Ill. Cent. wheat, barley, corn, oats, rye, 8c; grain products 18½c from Peoria and

Pekin, Ill. to Cairo and Mounds, Ill.; effective Mar. 15.

K. C. Sou. wheat 20c; corn 18c from St. Louis, East St. Louis to Texarkana, Tex.; effective Mar. 15.

M. & O. wheat for milling purposes from East St. Louis to Evansville and Nashville, Ill. 1½c; effective Mar. 10.

Nor. Pac. wheat from Duluth, Minn., and Superior, Wis., to Chicago and Milwaukee, via Ashland, Wis., 10c; effective Mar. 15.

T. P. & W. grain 7c; grain products 8½c; from Peoria, Ill., when from beyond to Cincinnati, O., Jeffersonville, New Albany and Madison, Ind., from same point to Louisville; grain 8c; grain products 9½c; and to Indianapolis grain and grain products 6c; effective Mar. 15.

T. P. & W. from New Philadelphia and Smithfield, Ill., to Peoria, Ill., 4c; effective state Feb. 15; interstate Mar. 25.

Ill. Cent. grain elevation at Chicago, effective Mar. 18.

Ill. Cent. grain elevation charges at Cairo and Gravelly, Ill.; effective Mar. 12.

Wabash, rules governing handling at Buffalo; effective Mar. 15.

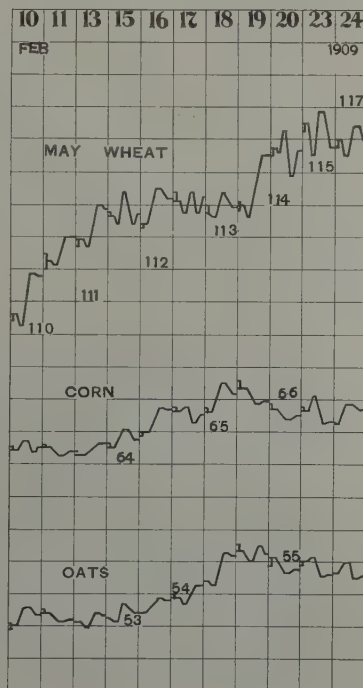
B. & O., grain stopping at Sandusky, O., for inspection; effective state Feb. 24; interstate Mar. 16.

L. & N. grain; reshipping of grain at Ownesboro, Ky.; to points in southeast and Carolina territories except local stations on L. & N.; effective Mar. 12.

I have received valuable information from the pages of the Grain Dealers Journal.—W. M. West, Mobile, Ala.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Feb. 25 are given on the chart herewith:



Crop Reports

Illinois.

Pontiac, Ill., Feb. 15.—In Illinois north of Pana 423 stations report 53% of corn remaining in the country of the crop of 1908; 433 stations report 20.4% of oats remaining in the country of the crop of 1908; 310 stations report condition of wheat at 70%, compared with this date last year; 311 stations report the acreage of wheat sown as 97.94% of last year.—S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

Iowa.

Des Moines, Ia., Feb. 10.—In the 9 districts into which the state has been divided 84 to 75% of the marketable surplus portion of the last oat crop and 58 to 35% of the last corn crop has left farmers' hands. The farm consumption of corn in the different districts ranges from 78 to 105%, based on 100 for last year.—Geo. A. Wells, sec'y Western Grain Dealers Ass'n.

Kansas.

Chapman, Kan.—Farmers are holding corn. By this we have usually shipped 50 cars of corn, but this season we have shipped only one car out. Five cars have been shipped in.—Carroll Milling Co.

Culver, Kan., Feb. 20.—We are paying a dollar for wheat here and can scarcely find any at that. Not over 4,000 bu. in this vicinity. We experienced a very bad blizzard last Saturday night, all day Sunday and part of Sunday night. The dirt was blown from around the wheat roots and the wheat appears to have been badly hurt. Some say their wheat is entirely killed, while others place the damage at from 25 to 50%.—John E. Hughes, mgr. Culver Grain & L. S. Ass'n.

Michigan.

Detroit, Mich., Feb. 22.—Michigan fall wheat crop was sown under very discouraging conditions. From almost the early autumn scarcely a drop of rain fell and the wheat did not sprout except in the valleys where the earth had retained a little moisture. Throughout the entire southern peninsula it is being generally predicted the crop will be a failure. There is, however, a slight chance that the snows and spring rains will bring the seed to life.—N. B.

Minnesota.

Elkton, Minn., Feb. 17.—Crops were rather poor here last year.—G. W. Eastman.

Nebraska.

Wausa, Neb., Feb. 12.—Corn crop good thru here; yield about 40 bus.; grades, 3 and 3y.; about 50% moved; most of the balance will be held for higher prices. Cattle feeding cut short by 40%. Oats well sold out, quality poor.—C. A. Johnson, agt. Saunders-Westrand Co.

Manley, Neb., Feb. 14.—Corn did not yield an average of 25 bus., but good quality; 60% in farmers' hands. This is less than at this time last year, as the crop was so much better the year before. Wheat and oats practically all gone.—W. B. Eslick, mgr. Manley Grain Ass'n.

New York.

Buffalo, N. Y., Feb. 20.—Farmers are offering small lots of good state wheat, but they want more than it is worth. Some farmers are asking as much as \$1.08 at their stations, while grain men and millers are mostly refusing to pay more than \$1.05. Reports from the wheat-growing section of the state are that the crop will turn out better than was anticipated.—J. C.

Oklahoma.

Enid, Okla., Feb. 15.—We are having a severe snowstorm that started two days ago with a kind of sleet and continued with considerable snow. This will be quite a protection to our wheat and will give us needed moisture.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

Tonkawa, Okla., Feb. 9.—High winds prevailing in this country at present and has been dry for some time, undoubtedly injuring growing wheat. Nothing will be doing here until next harvest. All old wheat gone and very little corn left. There is nothing to do but hunt and fish, i. e., hunt for business and fish for expenses.—Cassidy Grain Co.

North Dakota.

Brampton, N. D., Feb. 22.—With the amount of fall planting that was done in this vicinity, farmers should be able to get their crops in early this spring.—M. M. Davis, formerly agt. for the Empire Eltr. Co.

Samples of seeds for analysis as to adulteration are requested of farmers by the Kentucky Commissioner of Agriculture who says, "The honest seed dealer will be benefited and the dishonest one will be put out of business, if it is in my power. The farmer will know what he is sowing and what the harvest will be." Samples should be sent to Experiment Station, Lexington, Ky.

Fluctuations of May Wheat from the First Trade to Date.

May wheat has always been a favorite with speculators by reason of the wide fluctuations to be expected in that long drawn out option. The present May deal is remarkable chiefly for the steadiness with which the advance to the present altitude has been sustained.

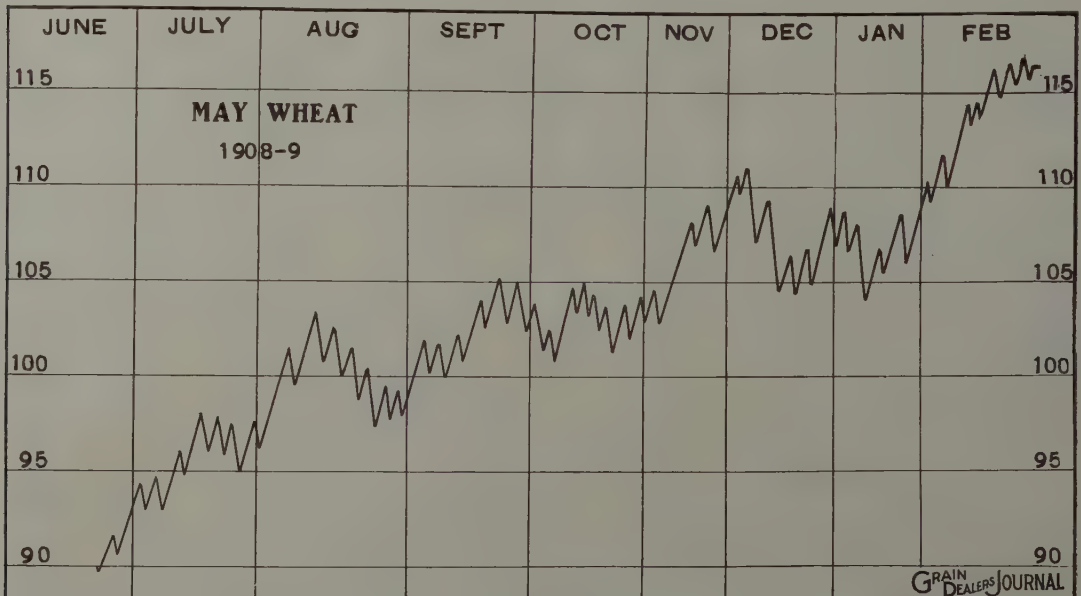
Referring to the chart given herewith it is seen that the greatest reaction was 7 cents, from \$1.11 on Dec. 4 to \$1.04 on Jan. 13, the reaction from \$1.03½ to 97¼ in August having been somewhat less. Since fluctuations widen with advancing prices it is expected that the next reaction will be greater than those that have preceded.

The first trade made in May wheat was executed June 23 at 89½ cents. In July the high of 98 was followed by a low of 95. In September the high was \$1.05½ and in October nearly the same.

Since wheat left 95 cents late in July there have been four considerable advances, the second from 97¼ to \$1.05½, the third from \$1.01½ Oct. 20 to \$1.11 in December, and the last from \$1.04 to \$1.16½, or 27 cents above the low point.

The advance in the price of the May future has had behind it the legitimate influence of diminishing supplies the world over, and it is believed stocks in first hands before harvest will be smaller than in years. As coming events cast their shadows before, new crop prospects will figure in the price of May wheat, unless manipulation steps in to maintain quotations artificially. Prospects for a good crop next fall could cause a big fall in the price of May wheat; a decline to the present quotations for July wheat would be warranted by a brilliant crop prospect.

The cry of manipulation to the contrary notwithstanding, crop conditions as market factors are paramount. Witness the August advance on the drought scare and the break late that month on the early and heavy marketing. The December break may have been due to foreign



Every Important Fluctuation of May Wheat Accurately Charted from the First Trade, June 23, 1908, to Feb. 24, 1909.

buyers holding off for the Argentine crop.

The minor fluctuations charted are due to pit conditions, the market rallying a cent or two when oversold and reacting similarly when overbought.

The value of ancient money was measured by grain kernels, 5,000 years ago in Babylon. One karat was equal to 3 barley kernels or 4 wheat kernels; one gram was equal to 1 barley kernel. In Hebrew money a shekel was equal to 360 barley kernels. At the time of Henry VII. an ounce Troy weight equaled "32 wheat kernels from the center of the head." In this modern era while gold is the standard of money values many hundreds of farmers prefer to measure their wealth by corn for they would rather have the corn in the cribs than money in the bank.

The Commission on Country Life appointed by the President has made its report after visiting 40 states, and receiving 120,000 replies to inquiries. The purpose of the Commission was to call the attention of the farmer to opportunities for better business and better living. The commission advocated a "thoroughgoing investigation by experts of the middleman system of handling farm products, coupled with a general inquiry into the farmer's disadvantages in respect to taxation, transportation rates, co-operative organizations and credit and the general business system."

The refusal of the railroads to permit grading of grain at terminals in Central Freight Association territory has caused the grain trade no end of trouble and inconvenience, and naturally shippers and receivers have been up in arms working to secure relief. Ever since official grain inspection departments were established the railroads have permitted the grading of grain, and the only reason now offered for discontinuing the practice is that it is a violation of one of the conditions of the new uniform bill of lading, one not intended to be applied to grain. But the hair-splitting traffic officials, wishing to interfere as much as possible with the grain business, and incidentally collect more car service, have been enforcing the rule despite the protests of the trade. For the time being Indianapolis receivers have obtained relief from the burdensome regulation. No doubt the receivers of other markets will be quick to profit by the good example, and through persistent effort secure a revival of the old conditions. Shippers who have been called upon to pay demurrage because of their neglecting to grant written permission to grade their grain upon arrival will be glad to see the rule abrogated everywhere.

A Bill to Drive Public Elevators Out of Business.

A bill has been introduced in the Illinois State Legislature, by Mr. Hall, the purpose of which is not clear; in fact, the bill is decidedly ambiguous. It provides for a \$1,000 license fee and does not say whether it is an annual license fee or a perpetual license fee; or whether the company having such a license can operate one or one hundred elevators. One thing is very clear and that is that Mr. Hall knows nothing about the public elevator business. The bill was referred to the Senate Committee on Warehouses.

The bill which is known as Senate Bill No. 102 provides as follows:

A BILL

For an Act to amend sections three (3) and fifteen (15) of an Act entitled "An Act to regulate public warehouses, and the warehousing and inspection of grain, and to give effect to article XIII of the Constitution of this State," approved April 25, 1871, in force July 1, 1871; as amended by an Act approved May 21, 1877, in force July 1, 1877.

Section 1. Be it enacted by the People of the State of Illinois represented in the General Assembly: That sections three (3) and fifteen (15) of an Act entitled "An Act to regulate public warehouses, and the warehousing and inspection of grain, and to give effect to article XIII of the Constitution of this State," approved April 25, 1871, in force July 1, 1871; as amended by Act approved May 21, 1877, in force July 1, 1877, be amended to read as follows:

Sec. 3. The proprietor, lessee or manager of any public warehouse of class A shall be required before transacting any business in such warehouse, to procure from the circuit court of the county in which such warehouse is situated, a license, permitting such proprietor, lessee or manager to transact business as a public warehouseman under the laws of this State, which license shall be issued by the clerk of said court upon the proprietor, lessee or manager of such warehouse paying into the county treasury of the county in which such warehouse is situated, such sum, not less than one thousand (\$1,000) dollars, as may be fixed by the county board of the county in which such warehouse is situated, and upon filing with the clerk of said court the treasurer's receipt for the amount so deposited, as required by this Act, and upon a written application which shall set forth the location and name of such warehouse and the individual name of each person interested as owner or principal in the management of the same; or, if the warehouse be owned or managed by a corporation, the names of the president, secretary and treasurer of such corporation shall be stated; and said license shall give authority to carry on and conduct business of a public warehouse of class A in accordance with the laws of this State, and shall be revocable by the said court upon a summary proceeding before the court, upon complaint of any person in writing, setting forth the particular violation of law, and upon satisfactory proof, to be taken in such manner as may be directed by court.

Sec. 15. Every warehouseman of public

warehouses of class "A" shall be required, during the first week in January of each year, to publish in one or more of the newspapers (daily, if there be such) published in the city in which such warehouse is situated, a table or schedule of rates for the storage of grain in his warehouses during the ensuing year, which rates shall not be increased (except as provided for in section sixteen (16) of this Act) during the year; and such published reduction of them shall apply to all grain received into such warehouse from any person or source, and no discrimination shall be made, directly or indirectly, for or against any charges made by such warehouseman for the storage of grain. The maximum charge for storage and handling of grain, including the cost of receiving and delivering, shall be, for the first fifteen days or part thereof, one eighth ($\frac{1}{8}$) of one cent per bushel, and for each five (5) days, or part thereof, after the first five days, one sixteenth ($\frac{1}{16}$) of one cent per bushel: Provided, however, that grain damp or liable to early damage, as indicated by its inspection when received, may be subject to one-quarter ($\frac{1}{4}$) of a cent per bushel storage for the first ten days, and for each additional five days, or part thereof, one-sixteenth ($\frac{1}{16}$) of one cent per bushel; Provided, further, that where grain has been received in any such warehouse prior to the first day of March, 1877, under any express or implied contract to pay and receive rates of storage different from those prescribed by law, or where it has been received under any custom or usage prior to said day to pay or receive rates of storage different from the rates fixed by law, it shall be lawful for any owner or manager of such warehouse to receive and collect such agreed or customary rates.

J. J. Stream of the South Chicago Elevator Co., says: "If the above bill is passed it will put every operator of a public elevator or warehouse in Chicago out of business. It costs $\frac{1}{2}$ c for unloading, elevating and loading grain besides the wear and tear on the machinery and the depreciation of the plant. The 15 days free storage and the $\frac{1}{8}$ c bus. for elevation allowance which the author allows would not even cover the shrinkage created by loading and unloading grain. The author evidently has no idea of the expense incurred in handling grain thru a large terminal elevator. I have no idea what prompted the bill, but Mr. Hall is evidently not familiar with the grain business. If his object is to put the public elevators out of business by its passage he will succeed admirably. There is not a public elevator in Chicago which has made a dollar in the last 5 years, and the present storage charges are $\frac{1}{4}$ c per bus. for first 10 days and $\frac{1}{40}$ of 1c per bus. per day thereafter. With these rates the public elevator business has been unprofitable, and you can readily see what the result will be if the bill is passed. We are getting tired of fighting anti-elevator legislation every two years and if they pass the bill we'll quit."



New Trading Room of the Sioux City Board of Trade.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

CARRIER'S RESPONSIBILITY FOR QUOTED RATE?

Grain Dealers Journal: We sold a car of grain, shipped from Osborne, O., to Chagrin Falls, O., on the basis of a 7-cent rate on ear corn, given to us by our agent and which was not denied. Alleging that the correct tariff rate should have been applied the Erie R. R. Co. has made request that we pay claim they have been unable to collect of our customer.

The railroad company infers that the rate quoted by the agent would not be binding upon the company.—Ohio.

Ans.: The Interstate Commerce Act, prescribing that the correct tariff rate must be applied, does not apply to this case, the grain moving entirely within one state, hence the railroad company must find some other reason for not standing by the rate its agent quoted. In the absence of an Ohio statute governing the quoting of rates the agreed rate is binding.

IS ELEVATOR MAN LIABLE?

Grain Dealers Journal: I am interested in an elevator which was operated by steam until last fall, when the boiler exploded and damaged a building near the elevator. The owner of that building now threatens to sue our company for damages. The cause of explosion is unknown. I would be pleased to know if we can be held for any damages. Very truly, P. W. P.

Ans.:—The party whose building was damaged by explosion of your boiler would, no doubt, be called upon to show carelessness on your part, or to prove that you operated the elevator in defiance of injunctions to the contrary. It would be difficult to convince any jury of fair-minded men that you had operated boiler when you knew it to be weak or defective, and thus placed your own life and property in jeopardy.—Ed.

WHAT IS CORRECT POSTAGE?

Grain Dealers Journal: Our postmaster insists in charging us letter postage on grain samples, which we think is in contradiction to rates which we saw published in the Grain Dealers Journal. We would like very much to know what is the present rate. Thanking you, we are, Yours truly, Brown & Haight.

Ans.:—According to the United States Official Postal Guide, for January, 1908, which is issued by the authority of the Post Office Department, samples of grain in its natural condition are accepted by the Post Office Dept. as mail matter of the third class. Seeds, also, are accepted for transmission thru the mails as matter of the third class. The rate of postage on the third class matter is one cent for each two ounces or fraction thereof, on each individually addressed piece or parcel, prepaid by stamps affixed. It seems that some postmasters are confused by the fact that samples of

flour or other manufactured grain for food purposes is placed in the fourth class, and bears a higher rate of postage.—Ed.

DOES VALUE AT DESTINATION OR POINT OF ORIGIN GOVERN?

Grain Dealers Journal: The railroads here are taking the position that we cannot claim on them at the price for which our grain is sold, but only on the basis of the price at which we purchased.

If the grain had been carried correctly to destination we would have been paid for it at the price at which it was sold and that is the measure of our loss.

It looks to us as if the position of the railroads was not tenable. If they go back to the price at which we purchased at loading station, we don't see what is to hinder their going back also to the original cost of raising the grain by the farmer.

Can any of your subscribers enlighten us as to their experience? The railroads appear to base their contention on the new uniform bills of lading.—Yours very truly, Sam. Williamson & Son, Salt Lake City, Utah.

[See Grain Dealers Journal for Dec. 25, 1908, page 814, second column, second article.]

New Taxes for Minnesota Elevators and Grain Handled.

If the bills House File 83 and 489 introduced in the assembly of Minnesota by John G. Lennon become laws new and burdensome taxes will be levied upon the operators of grain elevators and grain warehouses and altho' their business will be taxed for buidings and each bushel of grain handled, the scoop shovel grain shipper will not be taxed on the grain he ships because he operates no elevator or warehouse.

The bills as introduced provide as follows:

House File No. 83.

A Bill for an Act Defining the Method of Taxation of Grain Elevators and Warehouses, and Grain Therein.

Be it enacted by the Legislature of the State of Minnesota:

Section I. All grain elevators, warehouses, or other buildings used for the buying, selling, storing or handling of grain situated upon the right-of-way of transportation companies shall be assessed as personal property.

Sec. II. Any person, firm or corporation operating a grain elevator or warehouse in the State of Minnesota, shall, in addition to the provision in Section 1, of this Act and in lieu of all other taxes upon grain, pay one-fourth ($\frac{1}{4}$) of a mill per bushel on all wheat and flax and one-eighth ($\frac{1}{8}$) of a mill per bushel on all other grain bought, sold, stored or handled during each year.

Sec. III. If any person, firm or corporation or agent thereof refuses to list with the assessor the grain provided for in this Act, the assessor shall deliver a verified statement of the facts to the county board of equalization. Said board of equalization shall to the best of their knowledge and belief, place upon the assessment roll the proper amount of grain provided for in this act.

Sec. IV. All acts and parts of acts in so far as they conflict with this act are hereby repealed.

House File No. 489.

A Bill for an Act to Amend Section 824, Revised Laws of Minnesota, 1905, Relating to the Taxation of Grain in Elevators.

Be it enacted by the Legislature of the State of Minnesota:

Section I. That Section 824, Revised Laws, 1905, be and the same is hereby amended so as to read as follows: "Sec. 824—Grain in any elevator, warehouse or granary on a railroad, right-of-way or elsewhere, shall be taxed at a fixed rate in the district where the elevator, warehouse or granary is situated as follows: Flax at the rate of one-half of one cent a bushel; Wheat at the rate of one-quarter of one cent a bushel; Oats, barley, corn, speltz,

and rye, each at the rate of one-eighth of one cent a bushel."

Sec. II. It shall be the duty of the County Auditor to extend taxes on the tax list upon all grain, as shown by the assessment roll at the rate fixed by this act.

Sec. III. All sums received or collected by the County Treasurer under the provisions of this Act shall be apportioned and distributed pro rata among the several funds; State, County, School, Township, and Municipal, in proportion to the rates of taxation in the taxing district for which the same is collected.

Sec. IV. All acts and parts of Acts in conflict herewith are hereby repealed.

Sec. V. This Act shall take effect and be in force from and after its passage.

Death of W. J. Langson.

After forty-four years of continuous service, during which period he became one of the best known characters in the grain exchange field through his wide knowledge of the work, W. J. Langson, the veteran secretary of the Milwaukee



W. J. Langson, Deceased.

Chamber of Commerce, succumbed Feb. 18th, aged 72, after being confined to the home of his son-in-law for some weeks. His illness is said to have been brot about by constant devotion to duty, death resulting from hardening of the arteries of the brain. That he well deserved the surname, "veteran," can be attested by his long service as Secretary.

Mr. Langson was a native of Dublin, Ireland, where he was born in 1837, coming to this country at the age of 13 with his parents, who located in Milwaukee. His first important position in the business world was Commercial Reporter on the Milwaukee Sentinel, being advanced after a few years to the post of Commercial Editor, which he held for a period of ten years. It was his talent in dealing with commercial statistics that finally landed him in the position he held for so long a time, being elected Secretary in 1864.

He was a plunger, disliked publicity and notoriety, believing that what he accomplished was his plain duty, and that he would be credited when the proper time came. He was a home man, retiring, kind and courteous to all with whom he came in contact, and a personal friend of all reporters, realizing, no doubt, the difficulties experienced in getting news from his early newspaper work. His greatest theme, however, was his work, and his attention thereto was constant. His work in framing and helping to frame new rules was far reaching. As for the rule book itself, he knew that from A to Z. During his course of work his ability was widely recognized and secretaryships of the Chicago, Minneapolis and Superior bodies were offered him at different times, only to be declined in his determination to stay at the old stand.

Resolutions expressing the sympathy of the entire body of members of the Chamber were passed at a special meeting of the Board of Directors. Large floral tributes were given by individual members. Mr. Langson is survived by his wife and two daughters—Mrs. Harry A. Plumb and Mrs. Frederick Russell Huntington. He was a member of the Old Settlers Club of Milwaukee.

New Frame Elevator at Columbus, Neb.

Nebraska has a number of first-class elevators at country points, and others are being built. One of the latest is the large new elevator of the T. B. Hord Grain Co., of Columbus, Neb., which is illustrated herewith.

The elevator is designed to receive grain from cars, as well as from wagons, and has storage room for about 225,000 bus. The working part is 32x28 ft., 109 ft. high, and contains eleven bins. Concrete foundations are provided under all walls, and the outside walls are provided with a 5-ft. base, battered to 18 inches on top; 4 ft. high. The inside walls have a 6-ft. base.

Grain can be received from wagons and cars, dump scales being provided in the driveway, and power shovels, as well as a Weller Car Puller, are provided in the track shed.

The house has two stands of elevators, one equipped with 14x6 in. cups and the other with 18x8 in. cups; spaced 13 inches.

The working part contains one of the largest sized Eureka Cleaners, from which the cleaned grain is dropped to the boot of either leg, for distribution to car or bin. The dust is blown to a Day Dust Collector, over dust house on outside of elevator.

In the cupola is a hopper scale of 1,000 bus. capacity, the weigh beam being on the workroom floor below. Above the scale hopper is a large garner, so that the ordinary car can be weighed in two draughts.

From the distributing floor of the working part, grain can be conveyed on a 24-in. belt conveyor to any one of the 30 bins in the annex adjoining. The an-

nex is 32x150 ft., 85 ft. high. Its concrete foundation walls are 4½ ft. at base, 18 in. at top, and 4 ft. high. The heavy foundation walls not only prevent the building from sliding, but also keep all of the shafting in alignment.

Each of the 41 bins are hoppers so as to facilitate their being emptied. Grain is carried from the annex by a 24-in. belt, running under the bins back to the boot of either one of the legs. The Morse Grain Drier is operated by a 6-ft. fan.

The sacking room is equipped with Avery Automatic Scales, from which the bags are dropped thru a chute into car. The scale is equipped with an automatic counter, and the chute is equipped with an automatic trigger which connects with an automatic counter, so as to have a double check on every sack of grain passed out. Grain shippers interested in supplying the sack trade will readily appreciate the great advantage of having this double check.

Each part of the machinery is operated independently by electric motors, varying in size from 10 to 30 H. P., seven being used.

The plant was built according to the ideas of J. W. Hutchinson, who is manager of the Hord Grain Co., at Central City.

Muffs made of ground alfalfa and flour were served at the recent banquet of the National Alfalfa Millers Ass'n., Kansas City.

Until May 1 the duty on foreign wheat coming into Mexico will be one cent, Mexican silver, per 2.2 lbs. gross weight. The last crop was short and it is estimated by the *Mexican Herald* that importations during the spring of 1909 will be heavier than in any preceding year.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit.

C. B. & Q. 19552 was leaking wheat at Maynard, Minn., Jan. 25. One car door seemed to have been torn off after car was loaded. Wheat was leaking out between door post and wall.

C. & N-W. R. R. 79488 leaking barley badly, Dec. 15, 1908, at Pierson, Ia.

I. C. 39580 leaking shelled corn Dec. 22 at Austinville, Ia.

C. B. & Q. 34846, Jan. 8, leaking corn, west bound at Holdrege, Neb.

C. R. I. & P. 58334, leaking, Dec. 12, at Chickasha, Okla.

C. R. I. & P. 50098, Dec. 2, at Chickasha, Okla., 100 bushels corn scattered.

M. C. R. R. 45,713 Feb. 3 at Jackson, Mich., one-half roof torn off and oats covered with at least six inches of snow.

C. B. & Q. R. R. 31,910 Feb. 19 at Aurora, Neb., mixed corn, leaking at corner.

C. B. & Q. 27,375 Feb. 19 at Aurora, Neb., oats, leaking at both ends, one end being pushed out.

An upland rice growing in Manchuria without irrigation has been discovered by Frank N. Meyer, an explorer of the U.-S. Dept. of Agriculture.

To bring down the weight of sugar imports it is alleged that the American Sugar Refining Co. had a secret spring in its scales. Testimony as to the manipulation of the device was heard Feb. 17 in the United States Court at New York.



New 225,000-bu. Elevator of Hord Grain Co., at Columbus, Neb.

Improved Oats.

The entire trade seems to be awakening to the need of farmers exercising great care in the selection of oats for seed this spring.

Sec'y Wells, of the Iowa Ass'n is arranging oat specials which will traverse the state in different directions in the hope of interesting farmers in the careful selection of seed oats, as well as in the preparation of the seed and preparation of the seed bed.

The Chicago, Milwaukee & St. Paul Special will make 30-minute stops at the following stations:

Tuesday, Mar. 2, arrive Waukegan 9 a. m., Adell, Redfield, Linden, Pandora, Yale, Herndon, Cooper, Jefferson, Farlin, Churdan, Lohrville, Rockwell City (Evening program at opera house).

Wednesday, Mar. 3, Jolly, Knoke, Ponda, Varina, Albert City, Marathon, Webb, Gillet Grove, Fostoria, Milford, Spencer.

Thursday, Mar. 4, Evelyn, Hartley, Sanborn, Sheldon, Boydon, Hull, Rock Valley, Inwood, Hawarden, Chatsworth, Akron.

Friday, Mar. 5, Dickens, Ruthven, Emmetsburg, Cylinder, Whitmore, Hobart, Algona, Sexton, Wesley, Hutchins, Britt.

Saturday, Mar. 6, Garner, Vantura, Clear Lake, Portland, Nora Springs, Rudd, Floyd's Crossing, Charles City, Double Day, Bassett, Ionia and New Hampton.

The Illinois Central Special will make stops at the following stations:

Mar. 8, Dubuque, Epworth, Farley, Dyersville, Earlville, Manchester, Ryan, Coggon, Central City, Alburnette, Masonville, Winthrop, Independence.

Mar. 9, Jessup, Cedar Falls, Janesville, Waverly, Plainfield, Nashua, Carverville, Floyd, Orchard, Mitchell, St. Ansgar, Osage.

Mar. 10, New Hartford, Parkersburg, Appleton, Austinville, Ackley, Alden, Williams, Blairsburg, Webster City, Highview, Duncombe, Judd, Fort Dodge.

Mar. 11, Barnum, Manson, Pomeroy, Newell, Sulphur Spgs., Storm Lake, Alta, Aurelia, Quimby, Washita, Anthon, Cherokee.

Mar. 12, Larrabee, Calumet, Gaza, Primghar, Archer, Matlock, George, Edna, Rock Rapids, Le Mars.

Mar. 13, Merrill, Hinton, James, Oyens, Remsen, Marcus, Cleghorn, Meriden, Waterloo.

The Chicago, Rock Island & Pacific Special will make the following stops:

Mar. 15, Shellsburg, Vinton, Garrison,

Dysart, Trear, Dinsdale, Reinbeck, Morrison, Grundy Center, Wellsburg, Cleves, Dows.

Mar. 16, Galt, Clarion, Holmes, Goldfield, Hardy, Livermore, Bode, Ottosen, West Bend, Rodman, Graettinger, Estherville.

Mar. 17, Superior, Spirit Lake, Montgomery, Lake Park, Harris, Ochevedan, Allendorf, Sibley, Little Rock, Ellsworth, Midland, Lester, Larchwood.

Mar. 18, Cloverdale, Melvin, Plessis, Moneta, Royal, Rossie, Leveritt, Laurens, Ware, Pocahontas, Palmer, Somers, Gowrie.

Sec'y Strong, of the Illinois Ass'n, is supplying every member with information from the State Experiment Station, on the oat problem and if every member uses his influence in the interest of his own business, as well as the farmer's, he will do much talking on the seed oat proposition during the next few months.

Carefully conducted experiments in both Iowa and Illinois, disclose the necessity of planting varieties which will mature earlier. Experience shows that the late varieties are invariably light in yield and weight. The extreme heat to which the later varieties are generally subjected during the period in which they are heading and filling, usually interferes with the proper development of the grain. Then, too, the heat and moisture of early July often develops rust fungi, which helps to diminish the yield of the late maturing varieties.

Grain dealers who are also handling implements, report an unusually large demand for gravity separators or fans, so that it seems certain that many of the farmers are acting upon that oft-repeated advice, to "sow nothing but the largest, plumpest, heaviest oats of the variety selected." The small light oats do not afford that nourishment for the oat plant during its early life which seems necessary to a strong plant and a good yield.

More attention is also being given to the preparation of the seed bed for oats, and it is now generally conceded that the oftener the plat is worked, the better will be the results obtained, and all authori-

ties seem agreed that drilling oats greatly increases the chance of a large yield of good grain.

The more attention given by country grain dealers to "spreading the gospel" of good oats, the greater will be the amount of this grain offered them for shipment.

New Elevator at Huntington, Ind.

Huntington, Ind., has long been an excellent grain point, as is evidenced by the fact that Weber & Purviance have just completed the fifth elevator to be erected on a site where four elevators, built previously, burned.

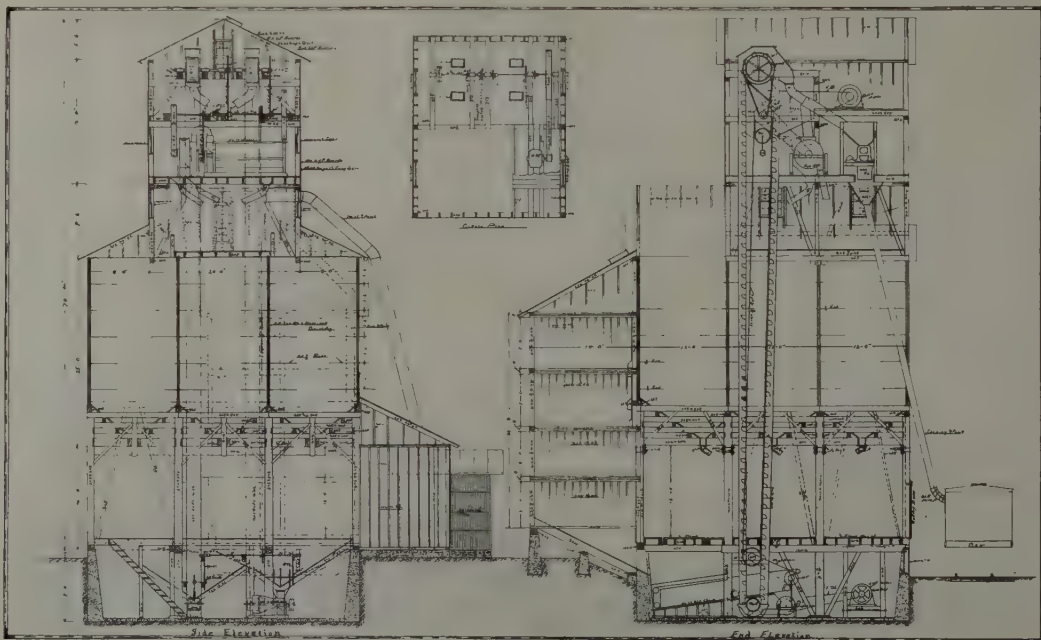
As the entire site is underlaid with solid rock, it was necessary to blast out a 6 ft. basement and for the same reason, a heavy foundation was not needed.

The new house which was designed and erected by the Reliance Construction Co., is of cribbed construction, the eight bins having a storage capacity for 20,000 bu. of small grain and the two cribs adjoining giving storage room for 3,500 bus. of ear corn. Each of the ear corn cribs is ventilated on all sides and covered with heavy wire screen which will keep out rodents and permit the cribs to be used for storing oats when desired.

The basement floor of the elevator, as well as the floor of the office, the cob room, and the dust room, is of cement.

The cribs have hoppers bottoms, so arranged that grain will drop to a chain feeder and be carried to a No. 7 Western Pitless Sheller in the basement, from which the grain is taken to cupola by one of the legs. Each of the legs is equipped with 16x7 in. buckets. The legs, the stairway, and a New Era Manlift, pass up thru middle of house, so that only one-ninth of the storage room of the house proper is sacrificed for this equipment.

The sheller is operated by a 10 H. P. electric motor which is also placed in the basement and belted direct to the sheller.



Elevations of Weber & Purviance's New Elevator at Huntington, Ind.

The grain from the elevator legs can be spouted direct to the No. O Western Rolling Screen in cupola, or to the 1,500-bu. Avery Automatic Scale, or to any of the bins desired. A 15 H. P. electric motor in cupola operates the rolling screen and the elevator legs.

The cobs are spouted out to a cob room and the dust to a dust room, outside of the elevator proper. Grain may be spouted from the automatic scale thru large well casing and flexible spout, direct to cars.

The driveway contains two Constant Platform Dumps, each equipped with a Reliance Dump Controller. A five-ton wagon scale, with a platform 8x14, is provided for weighing grain received from wagons.

A No. 77 Clipper Cleaner is provided for cleaning seeds. All the transmitting machinery is of the Weller make.

An anti-bucket-shop bill was passed by the House of Representatives Feb. 16. It will apply only to the District of Columbia.

When water for the cooling jacket of the gasoline engine is expensive a current of air from a small fan well placed will cool the cylinder sufficiently for light service.

The Argentine, with a mighty effort in 1908, bounded to the second place as the world's chief exporter. This year she is defeated by weather conditions. European statistics show that the soil tillers of the continent are under the influence of the god of manufacture. There has been no rush to increase acreage or results. Meanwhile, in the year and a half to the 1st of January, 1909, the United States has exported 240,000,000 wheat—the cream of her crops, representing the future spent energy of her soil and equal to the entire spring wheat yield of a single year. Higher costs for all articles used on the farm, including labor, and the hardening of central farm land values are also underneath grain prices.—E. W. Wagner.

National Industrial Traffic League Holds Meeting.

The National Industrial Traffic League held an interesting meeting in Pittsburgh, Feb. 12. Among the subjects considered was that of the proposed legislative bill on "The right of the shipper to route freight." The additional amendment to Sec. 3 of the Interstate Commerce Act, presented by the Chicago Board of Trade providing for terminal delivery of grain or other freight at destination was discussed and referred to Legislative Comite.

The following recommendations of the B/L Comite were adopted:

Eliminate from the second paragraph of Section 1 the words: "or for differences in the weight of grain, seed or other commodities caused by natural shrinkage or discrepancies in elevator weights." Insert after the word "export" in the bracketed words "(if intended for export)" the following: "and not covered by a thru B/L to a foreign port," making the clause read: "For loss, damage or delay caused by fire occurring after forty-eight hours (exclusive of legal holidays), after notice of the arrival of the property at destination or at port of export (if intended for export and not covered by a thru B/L to a foreign port), has been duly sent or given, the carrier's liability shall be that of warehouseman only."

Sec. 4.—Strike out the words "and shall not be held responsible for deviation or unavoidable delays in procuring such compression." Also strike out the last paragraph of this section reading as follows: "Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder," and substitute therefor the following:

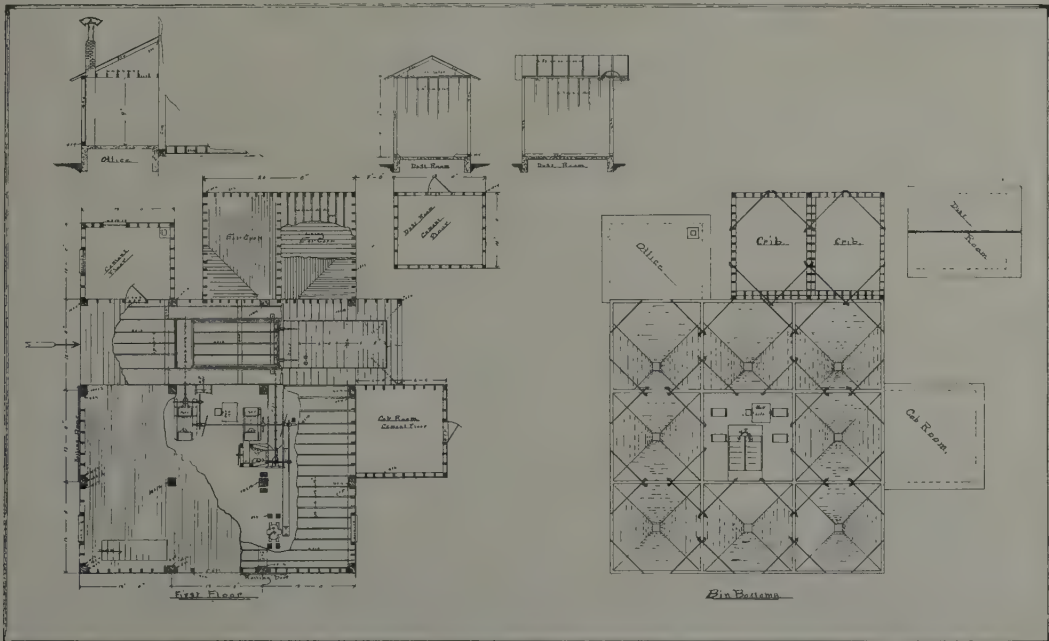
"Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may, if not removed within forty-eight hours after notice of its arrival has been duly sent or given, be there delivered, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder."

The following resolution was adopted: "Resolved, That the carriers in Official Classification territory be requested to give attention to the administrative rulings of the Commission on the subject of minimum weights on large cars when small cars are ordered; also on minimum weights on light and bulky articles, when small cars are furnished, and that they amend rule 27 of the Classification so as to make the rule conform to the rulings of the Commission."

The Notation, "This B/L is not valid unless signed by the shipper," was decided to be invalid. The B/L Comite was instructed to keep in touch with the American Bankers Ass'n concerning "Order B/L" proposed by that Ass'n so long as there was no conflict of ideas.

In the old Virginia colony, almost 300 years ago it was an offense punishable by two months' imprisonment, and forfeiture of the goods to sell merchandise not at hand.

Niels E. Hansen, Prof. of Horticulture, State College of Agr., Brookings, S. D., has just returned from a 20-months trip thru Northern Asia. He secured three new varieties of alfalfa, and a clover that will grow thru ice. His object was to secure plants which will grow in the cold North and arid West. He says, "The ideal alfalfa of the future will be a hybrid of all the alfalfas of the world—the wild and cultivated species from four continents and from all climates." It will be several years before the Government is ready to distribute seeds resulting from experiments with the plants secured by Prof. Hansen.



Plan of Weber & Purviance's New Elevator at Huntington, Ind.

Difference Between Stock and Mutual Insurance.

By C. A. McCotter.

Fire insurance protection is universally recognized as a necessary factor in business and has become one of the fixed charges in its conduct. In the country elevator business it occupies the fourth or fifth place in amount of expenditure and about the first place in importance. No person can afford to invest money in a business that has even a one per cent chance of total loss through causes beyond his control. A person cannot afford to build up a business in which his whole capital is invested and be subject to its loss through a fire leaving him without sufficient capital and credit to re-establish the business. A fire loss means more than a property loss and frequently carries with it the "good will" or business connections which scatter to competitors and at times a loss of profit on the crop.

This need of protection has led to the business of fire insurance. Tho a grain dealer figures that he has the chance of burning out only once in fifty years or one chance in fifty in any one year he cannot take that chance. Without a loss it looks like a premium saved, but if this prove the unfortunate year the calamity is great. He and his neighbor cannot agree to insure each other, for if either burns the load becomes too heavy for any one year. He might unite with others as a block of fifty elevators insuring each other to give more uniformity in the annual cost, yet it is quite possible for thirty or even five of these particular elevators to burn some one year and the fluctuations in the insurance cost would be unsatisfactory. Another block of fifty elevators could be included and the percentage of liability to fluctuation reduced by the increased number of properties. And still other blocks of fifty are added the fluctuation in loss ratio is reduced to an average which can be determined as the loss cost. Hence arises the term "an insurance average" of business to be safe. Fire insurance to be safe and uniform must be a large enough business to produce its insurance average, through the number of properties insured, the length of time carried and the distribution over a large territory not to be demoralized by local conditions. Extreme drouth or unusual thunder storms with corresponding lightning losses can, for the section, demoralize the best laid plans.

The fire insurance business has little similarity to merchandising like the grain business or to producing like manufacturing. Its cost for conducting or for protection is not governed by supply and demand. It is most similar to banking. Its first purpose is security and it exists to meet the claims against it. It considers only the cash value of your property and its credit or protection is not for the full value. For the interest charged, a bank could not risk the total credit to one customer that could be given to numerous customers. The loss of a few dollars applies where the losses from the few are covered by the income from the many.

In discussing the different forms of fire insurance and in leading up to the argument as to the best method of country elevator insurance there is no intention to condemn or even criticize the different methods. While each is working to the same end of paying losses and expenses out of the premium income, and while there may be defects and virtues in any method, the question to be considered is which best serves the country elevator owner.

All laws in reference to fire insurance require that an insurance organization shall have a contingent fund to better secure its contracts and protect the loss claimant against defects in its management, inadequate premium charges or heavy losses. With a stock company this fund is in the nature of a cash capital put up by stockholders amounting to \$100,000 or more. The stockholders put up their money not only for a good interest, but for a profit besides. The capital is not used in the business for any reduction is an impairment that must be made good at once. The premium charges or rates are therefore made high enough to produce an income which will pay the losses, expenses, dividends and build up a large surplus for conflagrations.

Analyze this style of an insurance company and you will find that it is mutual to the extent that the policyholders pay everything and the stockholder supplies nothing but his capital. The policyholder pays for his own protection with a margin extra for safety and the stockholders appropriate the unused margin. The

insurance company renders no service except to collect the premiums from the many to pay the losses of the few, yet at what a cost. Insurance statistics show an average of less than 55 per cent of the premiums used to pay losses. That is the amount of protection given, while the remaining 45 per cent is used under an expensive system, with practically no improvement in economy from forty years ago. Its heaviest burden is a local agent who, as regards country elevators, can rarely distinguish a hopped over unhoppered elevator head and knows nothing of how the rate is made or how it can be reduced, yet appropriates fifteen or more per cent of the premium for writing the policy and collecting the money. Read the history of stock fire insurance companies and it is hard to find a stockholder who

a saving all the way from twenty to ninety per cent of the sum that would otherwise have been paid. These companies well represent mutual insurance in this country and is the co-operative idea in one of its best forms.

The principles which govern the fire insurance business are practically the same whatever the form of the companies. Its contracts must be secured through an adequate income to pay the necessary disbursements. The rates must be high enough to provide premiums in years of highest losses. There must be a contingent capital to guarantee permanency and good management.

The mutual system recognizes that there is something beyond indemnifying the unfortunate by collecting from the many. Partial or total payment for loss is only a tax on other property owners. The burning of an elevator is so much taxable property destroyed; so much of past labor and profit lost which insurance in no way replaces. The first problem of mutual insurance is to prevent the destruction of the elevator. If it is worth insuring as a protection to the business, it is worth insuring to preserve it and prevent all loss of profits, time, extra expense and trouble while rebuilding.

The mutual companies, making a specialty of country elevators, therefore rate each elevator from the standpoint of its construction according to the known hazards it contains. They study the best and most practical methods of preventing the known causes of fires and for several of the dangers decline the business unless the hazard is corrected. A reduction in the basis rate is made for improvements. Attention is given by the inspector of the company to care and maintenance of the property, its favorable and unfavorable location and apparent profit in business. In substance the mutual company, through salaried inspectors, inspects and selects the elevators insured. No one connected with the company has any commission or motive to accept poor business. Any advancement of the employer depends upon a successful business. The result, as recognized by all insurance men, is a quality of business better than the average and a lower loss ratio.

The elevator owner is interested in this method of insurance under the mutual plan. He can make his own rate through features of construction or improvement. The frequent visits of the inspector leads to a better knowledge of fire dangers. All this leads to the greater safety in his own property and the co-operation of other members of the company in the same effort of reduced losses means a less insurance cost. A mutual company like a stock company takes a premium or cash deposit large enough to pay any probable losses for the year. If by any means the losses can be reduced it means that much more profit to the stockholders, but to a member of a mutual company it means a larger rebate on his unused cash deposit.

The mutual company employs no local agent, whose value to a stock insurance company is only to write the policy and collect the money for a heavy per cent of the premium. It offers all the advantages of dealing direct with the company, whose representatives, by making a specialty of elevators, are best qualified to draw up the policy forms and adjust the insurance according to the individual needs of each property. The method of direct transactions between the company and the elevator owners saves many items of expense with the result that the expense ratio of such mutual companies is generally less than the one-half the old system of insurance. In addition about one-half of the mutual company expense is spent in an effort to select the business and reduce the losses. Its motto being that an inspector's work is cheaper than the fire's work. Each year every mutual company can point out money saved from losses under the inspection system.

From various causes the public has very vague ideas about the problems of insurance. When a property burns in a town and is found to be insured and particularly if there is any question as to the honesty of the loss, the common conception is that the loss comes out of an insurance corporation and you as part of the public have no interest. But you have a vital interest in any fire. When San Francisco burned, commercial credit which is based on insurance was for a time uncertain and the load of securities thrown on the market by the companies to maintain their losses was the opening wedge for the following panic.

When a grain dealer has in time accumulated a plant and certain credit for business and the plant is burned his whole plans are demoralized. It will take the labor and



W. B. Foresman, Lafayette, Ind.
Pres. Indiana Grain Dealers Ass'n.

has ever lost a cent except it be through the fault of inexperienced or dishonest management or the questionable underwriting that risks its whole assets in one conflagration. Why should an insurance company within one square mile of Chicago or in many other cities like Baltimore and San Francisco jeopardize its entire assets through one conflagration while preaching its wonderful strength to the country policyholder? Why should the country grain dealer be taxed for a conflagration surplus while he is interested in protection for only a few thousand dollars?

The foregoing is not a criticism of a business as it is, but to size it up for what it is. If there is no other recourse, then fire insurance should be bot in spite of defects and almost regardless of the cost. A very large portion of the fire insurance of the country must be handled under the stock company system. Most property owners must continue to unite with every kind of property, the good, indifferent and poor, the profitable and unprofitable, and pay the insurance tax levied by the insurance companies. From this conglomeration of business the insurance companies will, by mutual agreement, adjust the rates up and down according to experience and competition and keeping on the safe side while paying less than one per cent of their policyholders for the losses of each year. There is no known insurance cost for any hazard or class of property and the loaded estimates by the companies are to protect the companies.

Insure Themselves: Recognizing no relief and no improvements through the stock company system, the brightest men, in several lines of business, decided to insure themselves in their own line of business. For over fifty years the manufacturers, for over thirty years the flour millers; for over fifteen years the lumbermen, and for over five years the country grain dealers have conducted mutual insurance companies in their own interest. Through selection of the property insured, inspection and study between the company and the policyholder the number of fires have been reduced and much property saved. The result has been

profits of months and sometimes years to get back to the conditions before the fire. So with the fire insurance companies that in years of effort had accumulated strong assets and a conflagration surplus. It will now take years of loaded premiums to place the agency fire insurance companies in their original condition. The capital stock of those companies is a negligible factor to the amount of their liabilities from conflagration. Conditions that might have led to reduced rates cannot now be considered with safety for rates should be raised to quicker restore the surplus.

You are interested in every fire. The property owners of your community, county and state must provide the premium for your own losses. But come closer home and take country elevators only. It takes the premiums of a good many elevators to pay a \$10,000 or \$15,000 loss. Two or three extra losses in a state has a bearing on the result in that state. Five or six extra losses is a fluctuation the premiums will not meet and when the statistics show a loss the insurance companies, like any business, must make up the deficit out of other profits or raise the rates. Then, if your insurance premiums are used to help pay your own and other losses and conflagrations you are interested in knowing what is being done by the insurance companies to improve conditions, reduce lightning losses and the insurance cost. Even if elevator premiums were kept by themselves to pay elevator losses you should know whether your cost is made high through losses due to causes easily remedied; carelessness or indifference by the elevator owner or his employee or through dishonesty.

An ideal company for elevator owners would recognize that the grain trade must pay for its own losses and that it is best that its premiums be not levied on for general losses or conflagrations. The policyholders pay their premiums to meet all losses and for the premium the insurance company issues its policy of indemnity. While the insurance company assumes liability for the big end of the loss in event of a fire the property is left entirely in the control of the owner. It is self-evident the owner is therefore the one responsible for the fires which occur. Four-fifths of all fires would not occur had the right thing been done. The grain dealer should therefore, first insure himself against loss by protection against preventable fires. This would leave the insurance company to pay for the unpreventable fires, the tax for which would not be such a burden on the business. The cost would be so low that the policyholders of such a company would have an advantage over competitors paying present rates. This would be co-operation

on the line that the Lord helps those who help themselves.

The ideal described is the motive which stands behind every mutual company worth patronizing. There are different ways or variations in arriving at the same result of the policyholders paying for the losses, but there must be a mutual interest between the policyholder and insurance company in reducing the number of fires. It is left to you and it is to your interest to select the insurance company which gives you the best service or, in other words, the most for your money. But, the opinion is ventured that if you have a well constructed property, are interested in preserving it and are giving the best care you know how, you are also interested in whether your premiums are used to help reduce the liability to loss by all policyholders, or whether your cost is high through losses due to carelessness or interested indifference.

A fire insurance company, mutual or stock, stands for exactly what it is represented to be. It has that publicity which is being demanded of public corporations. There has not and cannot be any scandal about its capital, watered stock or fictitious investments. The complaints relate to its cost and service. But, as previously stated, the insurance company does not control the insured property and cannot be responsible for the fires which occur. A great deal is being said about conservation of natural resources which could well be extended to the conservation of accumulated resources. During 1908 without a conflagration of any note the fire loss of the United States and Canada was \$239,593,000. This represents the destruction of so much taxable property, the labor and savings of years, the means of livelihood for thousands of people, the greatest per capita waste of any country in the world. And the insurance companies have not replaced a dollar. They have merely taxed the community as a whole to give relief to the unfortunate. But for the insurance companies, individuals who have provisions for old age could tomorrow be paupers; business which it has taken years to establish could not withstand the blow of a fire; towns visited by a conflagration would remain wiped off the map; borrowed capital or credit would be unknown.

Every man has an interest in and is affected by the fire insurance problem. The public is to solve that problem and the solution will be for "each man to sweep in front of his own door and the street will be clean." For the grain trade it means that it is expensive to be a part of the general public in paying for the large amount of carelessness, ignorance or dishonesty common to fires in elevators and other

property. Each elevator owner must first look to his own property and his own protection. After he has done all he can for himself, then can be considered the question of protection from loss beyond his control. In no way can the grain dealers or elevator owners as a class get recognition for their efforts or a reduced insurance cost so quick as through the patronage of a mutual insurance company devoted to their interests.

New Elevator and Mill at Willshire, Ohio.

Willshire, O., has a new elevator and mill, of which it is justly proud. The elevator has storage capacity for 21,000 bus. and replaces the plant burned last August.

Mr. Dull, who is president of the company, settled in Willshire in 1900 and since then, has been actively engaged in the grain and milling business.

The ear corn bins adjoining have room for about 5,000 bushels.

The plant is equipped with a U. S. Sheller, a Monitor Cleaner, three Constant Chain Feeders, one grinder, and two elevator legs.

It was designed and built by the Burrell Engineering & Construction Co., who claim it to be a model of its kind.

Exports of Breadstuffs.

Our exports of breadstuffs for the seven months prior to Feb. 1, 1909, included 5,845,546 bus. of barley, 18,722,493 bus. corn, 1,200,726 bus. oats, 1,142,027 bus. rye, 57,962,610 bus. wheat and 7,294,613 bbls. of wheat flour, compared with 3,380,429 bus. barley, 33,593,936 bus. corn, 895,610 bus. oats, 1,193,966 bus. rye, 74,911,515 bus. wheat and 8,765,305 bbls. of wheat flour during the seven months ended January, 1908. The total value of breadstuffs exported during the seven months prior to Feb. 1, 1909, was \$112,296,106 against \$142,421,340 for the same period ended January, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.



New Elevator, Cribs and Mill of Willshire Milling Co., at Willshire, O.

Views of Grain Exchange Officials on Federal Inspection

FEDERAL INSPECTION NOT WANTED.

Grain Dealers Journal: I firmly believe that it will be ill-advised to vest the Federal Government with the inspection of grain.

The methods of grain inspection under the supervision of Boards of Trade or of the State are eminently satisfactory to those engaged in the grain business and wherever discrepancies arise they find immediate correction by the trade.

I sincerely hope that the Federal Inspection Bill will fail to pass.—Yours very truly, T. S. Townsend, President Board of Trade, Portland, Ore.

M'CUMBER'S BILL IMPRACTICABLE.

H. F. Douglas, President of the Minneapolis Chamber of Commerce, is on record as expressing the opinion that commission men and elevator men could operate equally as well under Federal Inspection as under State or Board of Trade inspection, and that the only ones who would suffer by reason of a change from State to Federal Inspection would be the farmers. He believes Senator McCumber's Federal Inspection Bill to be wholly impracticable and should it become a law, that within two years after it becomes effective farmers of the country will be clamoring for its repeal.

FEDERAL INSPECTION UNNECESSARY PATERNALISM.

Grain Dealers Journal: I am strongly opposed to the proposition of Federal Inspection of Grain.

I regard it, to begin with, as unnecessary paternalism on the part of the Government. It would create an additional army of office-holders, the majority of whom, in my judgment, would secure office through favor rather than merit, and administration would be governed by political considerations.

Where, or how often, whether at starting point, intermediate point, or at destination, grain would be inspected is not clear.

It would appear to me to be practically impossible to carry out the provisions of such a scheme and it would moreover lead to constant difficulties arising from differences of inspection of the one lot of grain at various points.

I do believe in the Federal supervision of the grades of grain and the insistence upon honest and more equitable methods of inspection by the grain exchanges or other inspection organizations in different parts of the country to the end that the Inspection *In* and Inspection *Out* may be the same and that the present method of "doctoring" grain by the admixture of inferior with higher grade grains may be prevented.

The practice now in vogue at various centers whereby the inspection of grain arriving at the market is rigid while the inspection on shipments out is elastic to the breaking point and to a point that both defrauds and disgusts the buyer, should be drastically treated.

This is a matter, however, that it seems to me the commercial organizations in various parts of the country

should be able and willing to co-operate in to the fullest possible extent and need not be dependent upon the forming of an additional army of government employees. Yours very truly, Bernard J. Rothwell, President Chamber of Commerce, Boston, Mass.

FEDERAL SUPERVISION NEEDED AT TRANSFER POINTS.

Editor Grain Dealers Journal: Referring to the remarks made by Mr. John D. Shanahan of the Agricultural Department at Kansas City meeting of grain shippers in regard to the foreign criticism of grain exported from this country will say: Mr. Shanahan states it accurately when speaking of the mixture of hard and soft wheat, and so long as the rules governing the inspection of wheat remain as they are this Department will have to continue inspecting wheat having a mixture of hard and soft varieties as Hard Wheat. As I understand it, this is not objected to by the buyers in this country, and so long as the rules are satisfactory to the general commercial interests of our country, I see no good reason for changing them to satisfy foreign criticism, inasmuch as the volume exported is so small compared with the amount produced, and as our home consumption is increasing very rapidly, it will be only a short time when our exports will be so small as to have a very limited influence.

There is a point, however, that Mr. Shanahan does not touch upon which from what I can learn if remedied would probably do away with much of this foreign criticism. I refer to Federal supervision of grain while in transit. As I understand it, there are no supervising or controlling influences for the protection of either buyers or sellers at the transfer elevators at any of the transfer points. This being the case every opportunity for manipulation exists, and if this should occur, and the quality of the grain be lowered in transit, it places the Illinois Inspection Department in the embarrassing position of certifying to a grade on grain at terminal points that may possibly be entirely different from what it was when inspected out at Chicago, as the original certificates of inspection issued by this department are used to represent the grain finally delivered. The grain in the meantime having passed entirely out of the control of this department.

I have given this subject much thought, and have arrived at the conclusion that the only way to insure the arrival at terminal points of the grain originally inspected and loaded out at Chicago. *It should be under Federal supervision* at all points where grain is transferred in transit. This appeals to me as being much more practical and important than the proposed Federal inspection.

That supervision of some kind should be thrown around grain in transit subject to transfer by unknown and indifferent parties, no fair-minded man can deny. By furnishing such supervision the original grain loaded out on certificates issued by this department will be assured to arrive at destination. This result will give the certificates of this department

the dignity and value they are entitled to, but which at present places it in a position of certifying a grade on grain that may be entirely different in character on arrival at destination than the grain originally loaded and inspected out at Chicago.

Federal supervision in transit would insure to the buyer the original grain loaded out for him by the parties from whom it was purchased, which is the only fair and equitable manner of completing a purchase, sale and delivery.

I would be pleased to hear an expression of opinion from parties interested.—Respectfully, W. S. Cowen, Chief Grain Inspector, Chicago, Ill.

FAVOR FEDERAL SUPERVISION.

Grain Dealers Journal: In regard to my views on Government inspection of grain, I herewith enclose you copy of resolutions passed by the Memphis Merchants Exchange Jan. 26th, '09, at a general meeting of members, which I heartily indorse.—Very truly yours, S. T. Pease, President.

Whereas, On December 20th, 1907, the Memphis Merchants Exchange in meeting assembled, indorsed the movement inaugurated by other bodies opposing the Federal inspection of grain, and

Whereas, Since the above mentioned date the members of this body have by information and experience been led to realize the injurious effect of the present system of grading, and that some federal action is necessary, now, therefore, be it

Resolved, That in view of the fact that in a number of large markets the grading of grain is not uniform and that the buyer cannot ascertain from the official grading the character of grain he is going to receive, the Memphis Merchants Exchange hereby wishes to go on record as favoring the Federal supervision of grain inspection throughout the country as far as practicable. Be it further

Resolved, That if this cannot be accomplished we favor the passage of the bill known as the McCumber Bill, S. 382.

OPPOSE M'CUMBER BILL AND NATIONAL ASS'N GRADES.

Grain Dealers Journal: At a meeting of the Grain Committee of the Louisville Board of Trade, held recently, the following resolutions were adopted unanimously:

Resolved, That we are opposed to the passage of senate bill No. 382, commonly known as the McCumber bill; that we are heartily in favor of the adoption of uniform standards for the grading of grain throughout the United States, and we believe this can only be secured through national legislation.

Resolved, That we are opposed to many of the grades of grain adopted at the twelfth annual convention of the Grain Dealers National Association, held in St. Louis, Mo., Oct., 15, 16 and 17, 1908, because under them the interests of the consumers are not properly protected, and for the further reason that business in a large portion of this country could not be carried on under these grades.

Resolved, That we favor such legislation as will provide for the appointment of a commission, either by the Congress or by the proper department of the government, to fully investigate the entire subject and report back to the Congress, or to such department with recommendations for appropriate legislation.

Yours very truly, Alfred Brandeis, Chairman Grain Committee, Board of Trade, Louisville, Ky.

"They traded in 192,000,000 bns. of red wheat futures in Liverpool during 1908, the largest in the last 10 years. This compares with 165,000,000 bus. in 1907 and 126,000,000 bns. for a 5 year average. Most of the trades were hedges against foreign wheat. Restrict trading in our markets and trading abroad would increase. Canadian markets would welcome it."—Frank I. King.

Bad End Leak.

There are two methods of stopping an end leak caused by loose sheathing boards, as illustrated in fotograf, taken by Weighing Dept., Chicago Board of Trade, shown herewith. The sheathing



Stopping End Leak With Waste.

boards of car were discovered loose with end leaking; wedges were first driven between sheathing and sill. This is a temporary and ineffectual method. The best way is to calk the car with waste as the fotograf shows is being done. By pushing the waste into the cracks with a knife the leak may be effectually stopped. When the sheathing boards of car constructed as one shown here becomes loose there is no way to nail or secure them so the wedge and calking methods are used.

A Round Elevator.

Some years ago, a Northwestern firm of elevator builders designed and built a number of round elevators, which were claimed to be very convenient and economical, so far as building material, labor and utilization of space was concerned.

Illustrated herewith is one of these houses, located at Murdock, Minn., which is now the property of E. E. Smith.

The house contains 17 bins, all of which are hoppers and tapered to a point, so that each connects direct with boot, and, by pulling slide, any bin desired may be emptied without shoveling and without the use of spouts. Gasoline power is used.

Send us reports on the condition of growing grain in your territory, and on the movement of grain to market.

Grain Carriers

The House has passed the bills increasing the membership of the Interstate Commerce Commission to nine.

A uniform B/L will be advocated by the Minnesota Bankers Ass'n when the measure comes before the legislature.

Mar. 19 is the date set by the Interstate Commerce Commission for the hearing at Minneapolis on the grain rates to the Atlantic seaboard.

The New Richmond Roller Mills Co., have been granted \$682 reparation from the Wis. Central Ry. on 22 cars of wheat forwarded from Minneapolis to Chicago and overcharged.

The Garden City, Gulf & Northern R. R. has let the contract for the construction of its line from Garden City to Scott City, Kan., which is to be completed by Dec. 31.

The total grain movement by lake during the season of 1908 as reported by the government was 22.8 per cent less than in 1907. The largest relative loss was 50 per cent in corn.

Shippers are cautioned to discontinue the use of black lead pencils in issuing Bs/L and dray tickets. Documents of such importance should be written with indelible pencil or ink.

The per diem charge by one-road to another for the use of freight cars, which was raised from 25 to 50 cents, is likely to be reduced to 35 cents Apr. 1, by the American Ry. Ass'n.

Melville, Canada, is being laid out with the largest handling yards in the Dominion, except Winnipeg, by the Grand Trunk Pacific, for the export grain traffic. Melville will also be available for the Hudson Bay route.

Very little water damage has been reported to the grain afloat at Buffalo which is gratifying in view of the great quantity in boats. The report that 50,000 bus. of grain had been damaged in the steamer Yosemite is untrue.

A ruling that lake and rail carriers provide insurance as contemplated by the order of the Interstate Commerce Commission last June was requested Feb. 18 by a delegation of the Chicago Ass'n. of Commerce which appeared before the Commission.

Smith & Bond have been granted \$35 reparation from the So. Dak. Central and Great Northern on account of an overcharge on a car of flaxseed from Wentworth, S. D., to Minneapolis.

Abolition of the B/L prescribed by the Louisiana Railroad Commission will be considered at a meeting of shippers and railroad officials to be called by the Commission. It is desired to use in Louisiana the uniform B/L adopted for interstate traffic.

A steel steamer to be named the Mapleton will be constructed in England for the Merchants Steamship Co., of a size to carry the largest possible cargo of grain thru the canals from Fort William to Montreal. The boat will carry 80,000 bus. without breaking bulk at Port Colborne.

The average plan of assessing demurrage has been refused by the Dominion Transportation Commission. The regulations allow 48 hours for unloading cars, and a sugar refining company requested the Commission to make an order giving shippers credit when cars are unloaded in less time.

The storage charges on rice at New Orleans were upheld by the Interstate Commerce Commission Feb. 8, and the reparation demanded by Richard Gough & Co., of the Illinois Central Railroad was denied, the charges having been in effect for 10 years and being generally lower than at other stations.

The Supreme Court of the United States on Feb. 23 affirmed decisions of the lower court convicting the New York Central Railroad Co. of rebating. The fine is \$138,000. The rebates were paid to the American Sugar Refining Co., the trust which is now being prosecuted by the government for false weighing of sugar imports.

That the Interstate Commerce Commission has jurisdiction to award damage to shipper for diversion of shipment over a more costly route by the original carrier is the decision by the Commission in the complaint by Woodward & Dickerson against the L. & N. R. Co., Feb. 1, and it is likely the Commission will modify its former rulings 60, 70 and 83.

Carriers of interstate commerce by water are subject to the act to regulate commerce only in respect of traffic transported under a common control, management or arrangement with a rail carrier, and in respect of traffic not so transported they are exempt from its



E. E. Smith's Round Elevator at Murdock, Minn.

provisions.—Decision by Interstate Commerce Commission. 15 I. C. C. 205.

Judges Lacombe and Noyes have upheld the decision by the Interstate Commerce Commission in favor of a New York export miller who obtained an order that the railroads cease giving flour a lower rate than wheat from the interior to the mill.

O. A. Cooper & Son have been granted a reduced rate by the Interstate Commerce Commission, before whom O. A. Cooper appeared to make claim for reparation and reduction in the rate on corn from Humboldt, Neb., to St. Francis, Kan., and from Pawnee, Neb., to St. Francis, and Atwood, Kan. The C., B. & Q. has been ordered to pay complainant \$68 and to charge no more than 13.6 cents per 100 lbs. for the future. The rates were 18 and 19 cents.

While the railway managements make a show and pretense of holding council with the shipping interests, they invariably consult their own interests and formulate their plans in advance and in secret. If possible, they hoodwink commercial and other interests, but in case of failure to do so, they proceed to execute their own plans, relying upon tact, intrigue and the law's delays for a safe deliverance at the hands of the Interstate Commerce Commission.—Congressman Madden of Illinois.

Evidence in the complaint by the Brook-Rauch Mill & Elevator Co. against the Missouri Pacific and Iron Mountain roads was heard Feb. 12 and 13 by Special Examiner Geo. N. Brown of the Interstate Commerce Commission. R. T. Brook testified that for years the railroads had discriminated against grain dealers of Little Rock and in favor of T. H. Bunch in the use of the railroad elevator at Argenta, alleging that Mr. Bunch had received \$27,000 in rebates on grain. Geo. Cunningham, a shipper, testi-

fied that the discrimination had made competition almost impossible. Testimony as to disadvantage under which competing dealers operated was offered by Henry Leigh and Kramer Darragh.

The Montreal Corn Exchange will endeavor to interest other exchanges to oppose the shortage clause in the B/L which the Dominion Marine Ass'n adopted at its Ottawa meeting, Feb. 11. The new B/L provides that "The vessel carrying shall not be responsible for shortage exceeding one-half bushel for every thousand bushels carried, the vessel to deliver all grain on board, collect freight upon actual outturn and make no claim for any overrun." The Corn Exchange admits the bad weights at the upper lakes entitle the shipowners to some recourse, but believe an effort should be made to obtain more correct government weights at the port of loading. The action of the Dominion Marine Ass'n in thus early fixing a rate of 6½ cents on grain from Fort William to Montreal for the next season is sharply criticized by the Corn Exchange. It is alleged this arbitrary rate will drive the grain to Buffalo and other United States ports.

The Interstate Commerce Commission on Feb. 20 decided against the millers of the southwest in their contention against the Chicago & Alton Railroad and others. The plaintiff, Aug. J. Bulte Milling Co., represented the millers ass'n. The commission held that circumstances and conditions surrounding transportation of flour through Chicago from Minneapolis to seaboard for export or domestic consumption are substantially dissimilar to circumstances and conditions surrounding traffic through Chicago from Missouri river points, in that the lower proportional rates from Minneapolis to Chicago are the direct result of competition of lake and rail routes. The complainants' suggestion that the flour milling industry of this country can be fos-

tered by an order requiring carriers to the Atlantic seaboard to maintain a lower rate on flour than on wheat involves a matter of national policy beyond the authority of the commission to adopt until congress, by adequate legislation, has made that a rule of transportation.

A valuable suggestion was made to shippers by Judge Powell of the Court of Appeals of Georgia in deciding the suit by the Georgia Railroad against Creety, a shipper, to recover a freight above that quoted in error. The lower court had given judgment in favor of defendant, but the Court of Appeals held strictly to the letter of the Hepburn Act making the published tariff the only legal rate. When deciding in favor of the road the court said, "We recognize that these



Grain Elevator at Middleboro, Mass.



J. Cushing & Co.'s Elevator at Fitchburg, Mass.

schedules are voluminous and intricate, so much so that many persons are unable to inform themselves as to the rates, though the schedules are before them, and it seems hard that the shipper, who has sold his goods on the basis of the rate quoted him by the carrier, should have to stand the loss of having the misquotation subsequently corrected; but the Congress of the United States has written the law as it is written, and has made no exceptions in favor of those persons who are likely to incur loss from the reasons stated above, and the courts are not authorized to add any such exceptions. It may be that in some cases an action of deceit, or some similar action, would lie in favor of the shipper against the carrier, where the latter had misquoted a rate to the injury of the former."

THE PRACTICE of deducting 100 lbs. from every carload of grain received in Kansas City elevators is likely to be so very expensive soon that the elevator men of that market will desist of their own free will. A bill has been introduced in the state legislature and has good prospects for passage, which provides that "Every sale of grain, seed or hay shall be made on the basis of the actual weight thereof, and any purchaser of any grain, etc., who shall deduct any amount from the actual weight or measure under the claim of right to do so by reason of any custom or rule of a board of trade, or any pretense whatsoever, shall be deemed guilty of a misdemeanor and subject to a fine of not less than \$10 nor more than \$100 for each and every offense."

New England Elevators.

New England elevators, equipped for receiving, shipping, cleaning and loading bulk grain into cars with any degree of rapidity are scarce. This does not mean, however, that the grain dealers along the Atlantic coast are provincial, or behind the times, but it does mean that the nature of their business is such that bulk

creased the price of grain faster than that of butter, eggs and farm produce, have made it a case of *survival* and land which has been farmed since the days of the Pilgrims was planted in 1908 with abundant harvests a result.

C. P. Washburn's elevator is located at Middleboro, Mass. A large warehouse is used for storing, while the main building is equipped with facilities for sacking grain.

Meech & Stoddard, Inc., are located at Middletown, Conn. An addition, 200 x40 ft., has just been added to the large building illustrated herewith and the plant of the company is now over 300 ft. long.

The elevator of Griswold & Mackinnon, located at St. Johnsbury, Vt., is built on the warehouse plan, tho it is

equipped for rapidly handling bulk grain.

J. Cushing & Co., whose plant is at Fitchburg, Mass., have a studded elevator, sided with sheet iron and covered with slating. A trolley switch engine is used to place cars, and considerable grain is locally distributed by the electric lines.

The four-story structure with the tank at the right, is not a Carnegie Library building, but a mill and elevator owned and operated by E. T. & H. K. Ide, of St. Johnsbury, Vt. The building in the forefront is the mill proper, the one at the rear the storehouse with a storage capacity for 1,000 tons of grain. The cylindrical shaped bin at the right is for storing corn. It will hold 12,000 bus. The buildings are made of cement, brick and wood, and equipped with electricity for power and light.



Grain Elevator at Middletown, Conn.

grain elevators are not needed. New England, with its hundreds of factories and thousands of workmen and workwomen, represents an enormous consuming maw into which Mississippi Valley grain dealers are constantly pouring wheat, corn and oats. All the New England grain dealer needs usually is a warehouse, well covered with signs advertising his business.

We illustrate herewith several elevators modernly equipped for receiving and shipping grain. These elevators are owned by enterprising grain dealers, who have had less work to do this year than usual, because New England farmers raised more grain than for a number of years. He has been both a producer and consumer; not willingly, but circumstances beyond his control, [hundreds of them blame Patten] which have in-



Grain Warehouse at St. Johnsbury, Vt.



E. T. & H. K. Ide's Elevator and Mill at St. Johnsbury, Vt.

Reparation Under Long and Short Haul Clause.

Sam Williamson of Salt Lake City, Utah, who appeared before the Interstate Commerce Commission in person, has been awarded \$116.96 reparation on account of excessive freight charges on 41,040 lbs. of wheat shipped from Wooleys Spur, Idaho, to McKinney, Tex.

A joint thru rate of 60 cents was in effect from Idaho Falls to McKinney; but the sum of two locals Wooleys Spur to Junction City, 50 cents, and Junction City to McKinney, 38½ cents, was charged. The Commission held that since Wooleys Spur is directly intermediate between Idaho Falls and McKinney the 88½-cent rate was excessive under the long and short haul clause, and ordered the Oregon Short Line, Union Pacific and M. K. & T. railroads to refund the difference on the basis of 60 cents.

The Federal Council of Switzerland has a project in view of converting the grain trade of the country into a state monopoly.

Wheat is being temporarily admitted in France, where it is directly conveyed to mill and made into manufactured products for export within two months.

Grain Trade News

CALIFORNIA.

Sacramento, Cal.—The California prison directors recommend the passage of Bill No. 600 authorizing the directors to fix prices, terms and conditions of sale of jute bags. Representative Hewitt has introduced a bill appropriating \$12,000 for the improvement of the cereal crops.

El Centro, Cal.—The Imperial Grain & Milling Co. will change its name to the Imperial Valley Mercantile Co. and will deal in grain and wholesale groceries. It owns warehouses here and at Imperial and Heber. It expects to build a large warehouse at this place and is negotiating for more trackage.

CANADA.

Winnipeg, Man.—The Western Terminal Eltr. Co. incorporated; capital, \$500,000.

Calgary, Alta.—The organization of a grain exchange is contemplated.

Weyburn, Sask.—The Golden West Grain Co. has been launched with a capital of \$190,000.

Winnipeg, Man.—The Grain Growers Grain Co., Ltd., has applied for franchise to carry on brokerage business.

Winnipeg, Man.—The National Eltr. Co. has been chartered with a capital of \$500,000, empowered to engage in milling.

Calgary, Alta.—The construction of government eltrs. at Vancouver is urged by S. P. Strong, pres. of the Alberta Pacific Eltr. Co., and others.

Vancouver, B. C.—The Vancouver Milling Co. has let the contract for its new eltr. and warehouse to the Barnett & Record Co. for buildings of wooden construction, iron clad.

Winnipeg, Man.—The stopover charge has been reduced by the railway commission from 1 cent per 100 lbs. to 25 cents per day for each car of grain, for the first two days and \$1 per day thereafter.

Fort William, Ont.—The recently signed agreement between the Canadian Pacific Ry. and this municipality stipulates that the company shall provide a cleaning eltr. at the port within the next three years. At present the only cleaning eltr. at the head of the lakes is in private hands at Port Arthur.

Winnipeg, Man.—The Dominion Transportation Commission at its recent hearing here received a petition that reciprocal demurrage rules be established. For delay in furnishing cars the demurrage is to be deducted from the freight charge. Decision has been reserved for a few weeks. The Commission has ordered that shippers are to be paid \$1 for each lower door and 50 cents for each upper door placed in grain cars by them.

Calgary, Alta.—The western movement of grain conference held at this city recently adopted a resolution that the Manitoba Grain act be so amended in its application to Alberta that any farmer or number of farmers wishing to put their grain thru the eltrs. by sale or otherwise be enabled to get cars in same proportion

as though they loaded from platforms, and that railways be obliged to keep a book or books for the purpose of recording their requests for cars.

Winnipeg, Man.—The practice of partitioning cars has grown greatly in western Canada. The Canadian Pacific Ry. reports that in 1907 1700 cars had one bulkhead, 144 cars had two bulkheads and others had three and four bulkheads in them. These cars must be taken to different eltrs. to be unloaded, occasioning considerable delay. The loss of time in 1907 at the eltrs. of the C. P. R. amounted to 30 whole days of one eltr. In many cases the bulkheads were put in the middle of the car and the grain door had to be sawn in order to get the shipments out separately.

CHICAGO.

James P. Sherwin, formerly identified with the grain trade, died Feb. 14.

A cargo of No. 1 northern wheat was bot Feb. 18 at Duluth to come to Chicago.

A. L. Reid, formerly with Sidney C. Love & Co., has gone with Logan & Bryan.

F. E. Winans & Co. have succeeded F. E. Winans, Ira C. Ketcham having been taken into partnership by Mr. Winans.

Geo. E. Marcy, pres. of the Armour Grain Co., who is convalescing from typhoid fever, left Feb. 18 for California and will return about Apr. 1.

Application for membership in the Board of Trade has been made by Charles O. Kalman, Everitt J. Moore, Frank Mead, and Eric E. Machette. Application for transfer of membership has been made by Edwin C. Walker, Chas. C. Orthwein and John J. McDermid. The directors recently admitted the following to membership: Geo. W. Eberhardt, Geo. W. Beaven, Walter A. Hovey and Ernest L. Welch.

COLORADO.

Colorado Springs, Colo.—L. M. Hunt has purchased the Upton Grain Co.

Denver, Colo.—Syracuse Milling & Eltr. Co. incorporated by H. E. Johnson, E. M. Ryan and R. W. Kelly; capital stock, \$20,000.

ILLINOIS.

Rankin, Ill.—E. M. Grinstead has sold his 50,000 bu. eltr. to D. Kelley.

Dieterich, Ill.—Martin Wendt has bot the eltr. that formerly belonged to the Wendt Bros.

Malta, Ill.—W. D. Bair has bot the eltr. business of Marshall Bros. and has taken possession.

Newton, Ill.—No one is running the plant of the Newton Eltr. Co. at present.—E. T. Martin & Co.

Cambridge, Ill.—The O. M. Etter Co., that was bot out last December by White & Kellogg, has been dissolved.

Delavan, Ill.—M. F. Quigley, formerly agt. for Wayne Bros. at Winkel, Ill., has moved here and is still in the employ of the firm.

Litchfield, Ill.—James E. Bennett & Co. of the Chicago Board of Trade, have established a branch office here with a private wire.

Donovan, Ill.—L. T. Hutchins & Co. have sold their eltr. to the Donovan Grain Co., which has been given possession. Consideration \$10,000.

Decatur, Ill.—The state ass'n of farmers co-operative eltr. companies of Illinois will hold its annual convention at this city Mar. 8 and 9.

Springfield, Ill.—Elsewhere in this number is published Senator Hall's bill, Senate No. 102, amending warehouse law as to bond and storage charges.

Springfield, Ill.—A bill has been introduced in the legislature to compel railroads to build connections where tracks of different companies intersect.

Flagg Center sta., Rochelle p. o., Ill.—Flagg Center Eltr. Co. incorporated; capital stock \$6,000; incorporators, E. M. Smith, Roy Stacey and J. C. Babcock.

Brimfield, Ill.—The Brimfield Eltr. Co. has decided to sell the lumber in the old Armstrong warehouse, that for many years was the leading grain house here.

Bloomington, Ill.—G. A. Wand, representing C. B. Munday & Co. of Litchfield, Ill., with C. O. Swift, has opened a grain office here, with Mr. Swift as local mgr.

Broadlands, Ill.—E. B. Fidler is no longer in the grain business. He and his partner, H. C. Wilson, constitute the Broadlands Lumber Co., dealing in lumber and coal.

Cobden, Ill.—The Farmers Co-operative Shipping Ass'n. incorporated; capital, \$1,000; general produce business; incorporators, G. L. Sitter, T. A. Du Bois, and J. L. Settlemoir.

Springfield, Ill.—John Daily of Peoria has introduced a bill in the legislature to prevent extortion in freight rates where the commodity is handled by two or more railroads.

Alta, Ill.—Alta Farmers Eltr. Co. incorporated to deal in grain, hay, feed, coal, fertilizers; capital, \$2,500; incorporators, F. A. Jones, John C. Holmes, Thomas C. Williams, Wm. Doran.

Victoria, Ill.—I sold my eltr. to Frank Sellers, who took possession Jan. 16. I expect to locate in Texas, hoping to regain my health and hearing. I am losing the latter by catarrh.—A. E. Van Pelt.

St. Charles, Ill.—While helping to place some new machinery in position, Walter L. Judd had the third finger of his right hand crushed sufficiently to cause much pain and put his right hand into a sling for some time.

Bloomington, Ill.—The Siebens Grain Co., of Decatur, will take charge of the Ware & Leland wire formerly operated by H. H. Randolph & Co. W. J. Morphew will remain in charge of the office for the new correspondents.

Palmer, Ill.—Farmers Grain Co. incorporated to deal in grain, hay, coal and all kinds of feed stuffs; capital stock, \$10,000; A. J. Johnson, pres.; J. Jachenbach, vice pres.; Fay R. Best, sec'y. and treas. The company intends to build a new eltr. as soon as it can get a site.—Farmers Grain Co.

Bluff Springs, Ill.—The Farmers Eltr. Co. is considering remodeling two bins at the end of the middle eltr. to change it into a 2-story building with a wide porch, putting in several large windows and having its grain office there with phone connection, so the manager can be reached at any time.

New Berlin, Ill.—C. R. Taylor has succeeded R. E. Maxwell as mgr. of the Farmers' Grain Co. Mr. Maxwell needs his time for his farm interests. Ralph Taylor, who has been in Springfield, has come here to help his father at the eltr.

Pontiac, Ill.—K. A. Harper has had plans prepared by Fred Friedline & Co. for cribbed ironclad eltr., 24x28 ft., 80 ft. high, with gasoline power and 7,000-bu. corn crib, partly covered with wire screen, making it available for small grain storage.

Springfield, Ill.—Among the bills introduced in the house Feb. 18 are: By Behrens—Amending the present law to prevent extortion in railroad rates by prohibiting discrimination in service as well as in traffic. The measure provides that railroads must distribute their empty cars daily pro rata to the capacity of the shipping industries demanding cars. By Ireland—Appropriating \$162,500 for extending agricultural work at the University of Illinois. By Lyon—Providing that itemized vouchers be kept by the state warehouse commission.

INDIANA.

Goshen, Ind.—Clyde J. Castetter has entered the grain business.

Bluffton, Ind.—O. O. Newhard contemplates building an addition to his eltr.

Berne, Ind.—The Berne Grain & Hay Co. has given notice of a decrease in its capital stock.

Topeka, Ind.—Farmers in this vicinity are endeavoring to organize to purchase and operate an eltr.

Flora, Ind.—Oscar Landis will remain for a time in the employ of H. V. Catron, the new owner of the mill and eltr. of Landis, Brower & Co.

Linden, Ind.—Wm. Keeney, the former superintendent, has purchased the land and the buildings that remained after the fire, of the American Milling Co.

Winchester, Ind.—Goodrich Bros. Hay & Grain Co. has brot suit against the B. & O., Big Four and G., R. & I roads to recover damages for delay in transporting corn to Virginia.

New Albany, Ind.—In order not to have seams in the cement three shifts of 8 hours each are being worked by the Macdonald Engineering Co. on the new concrete eltr. of McDonald & Co.

Columbia City, Ind.—The Columbia City Mill & Eltr. Co. incorporated to deal in grain and manufacture flour; capital stock, \$12,000; directors John C. Miller, Allen Donher, Wm. H. Hamilton and four others.

Kimmell, Ind.—Strauss, Ackerman & Co., of Albion, contemplate erecting a cribbed eltr. with office and warehouse, for which plans have been prepared by the Reliance Construction Co. The house will have 25,000 bushels capacity.

Princeton, Ind.—Four of the cases against Henry E. Agar, who was believed to have been drowned, but who was caught in Texas, will be heard Mar. 19. The charge is embezzlement of funds of the Princeton Eltr. Co. Mr. Agar is said to have compromised some of the claims.—S.

Lafayette, Ind.—Two seed corn specials will be run early in March by the Erie and the Chicago & Eastern Illinois Railroads, with professors of Purdue University as lecturers. The Erie special will run from Decatur, Ind., to Hammond, Ind., and the C. & E. I. special from Morocco, Ind., to Evansville.

Vincennes, Ind.—The corn mill, cribs, eltr., stables and ware rooms of the J. & S. Emison Co., with five loaded B. & O. freight cars, burned Feb. 9, destroying over 25,000 bus. of corn and 10 car loads of finished product. Estimated loss, \$100,000; insurance, \$38,800. It has not been decided whether to rebuild. The salvage grain was purchased by Bartlett, Kuhn & Co.

Indiana shippers will find it greatly to their interest to write their representatives in the state legislature, urging the passage of Senate Bill No. 395 and House Bill No. 528, which provides for the amendment to the present grain inspection laws of the state, as per communication in our "Letters From Dealers" column, this number. This Bill has been recommended for passage by the railroad committee of each house. If enacted, shipments of grain to Indiana terminals will no longer be delayed, awaiting shippers' written permission to grade.

INDIANAPOLIS LETTER.

A bill providing for recovery of money lost in bucket-shops within a period of 10 years has been introduced in the senate.

Senator Bland has introduced a bill for an act to establish the liability of common carriers for damages caused by fire.

A bill giving the state railroad commission power to make reciprocal demurrage rules, and to establish debits and credits for cars held less than the free time has been introduced in the Indiana legislature.

I had several cars No. 3 yellow corn on track Feb. 19 which could have been sold at 62½, but as I had no papers, they were held over, selling today at 62c, Peoria rate point. The moral is: to get the top, forward all papers promptly.—Bert A. Boyd.

A bill reducing the tax on the sale of feedstuffs from 20 cents to 10 cents per ton has been favorably reported to the house. The work of analyzing, inspection and furnishing tags is done by Purdue University at a profit, which the proposed bill would wipe out.

As is told in our column devoted to "Letters from Dealers," the Indianapolis Board of Trade has convinced railroad officials of the injustice of refusing to permit the grading of grain arriving here unless written permission was granted by shipper, and for the time being this unreasonable rule has been suspended. In order to comply with that part of the uniform bill of lading, which forbids inspection except in states where inspection is provided for by law, the Board of Trade is seeking to have the grading of grain regulated through the enactment of an amendment to existing laws. This matter is of direct interest to every Indiana shipper, and he should use his influence with state legislators to secure enactment of an amendment published elsewhere in this number.

IOWA.

Tracy, Ia.—Lyman & Hogate have their eltr. almost completed.

Jordan, Ia.—I contemplate improving my eltr. this spring.—J. W. Weikel.

Jefferson, Ia.—Geo. Deter of Charter Oak is the new local mgr. for the Neola Eltr. Co.

Davenport, Ia.—Operation has been resumed at the big glucose factory of the Corn Products Co.

Hancock, Ia.—The eltr. of G. H. Bunton, burned last November, has been rebuilt by the Younglove Construction Co.

Ida Grove, Ia.—The Trans-Mississippi Grain Co. has exchanged the engine used in its eltr. here for a new 8-h.p. gasoline engine.

Cherokee, Ia.—Weart & Lysaght have incorporated to deal in grain and lumber. Their rapidly developing business made this necessary.

Laurel, Ia.—About \$5,000 of stock has been taken in the newly organized Farmers Eltr. Co., that will buy or build an eltr. and handle coal and grain.

Shell Rock, Ia.—Willard F. Brown, who bot G. W. Apfel's interest in the Shell Rock Grain & Mill Co., will continue the business under the old name.

Belle Plaine, Ia.—The new eltr. of the Western Eltr. Co., replacing the one burned here last fall, has just been completed by the Younglove Construction Co.

Whitten, Ia.—I am raising cupola of my eltr., putting in new head, replacing wood pulley at head with an iron one and putting in new spouting to bins.—A. J. Mabie.

Holstein, Ia.—I am again with the Trans-Mississippi Grain Co., for which I worked four years prior to taking a position with the Farmers Eltr. Co.—A. W. Herrig.

Burlington, Ia.—The new concrete foundation, put in under the B. & M. eltr., has been completed by the same contractor who laid the original foundation 25 years ago.

Cedar Rapids, Ia.—The Commercial Club is forming a \$30,000 stock company to conduct an oats show under the title of Pioneer Oat Exposition of America, to be held in 1910.

The routes of the seed oats special trains over the Illinois Central, Chicago, Milwaukee & St. Paul and Rock Island railroads are published elsewhere in this number of the Journal.

Kimballton, Ia.—Hans Petersen, mgr. of the eltr. of G. H. Bunton, reports handling over 60,000 bus. of grain during the past season. The building is a modern cribbed eltr.; capacity, 15,000 bus.

Auburn, Ia.—The office of the Western Eltr. Co. caught fire from the stove Feb. 4 and burned out the inside. Quick work prevented further damage. The books were saved with the exception of the day book.

Clarinda, Ia.—F. M. Webb, who has managed the eltr. of the Wells Hord Grain Co. here ever since it was bot and remodeled by its present owners, has given up his position with that firm and has moved his family to Tipton, to take charge of the eltr. of W. W. Little.

Des Moines, Ia.—At a meeting here Feb. 2, called by E. R. McDonald, mgr. of the Union Mill Co., Waterloo, Ia., the Iowa Millers Club was organized with Mr. McDonald, pres., and L. W. Shambaugh of Clarinda, vice, pres. P. A. Lockwood, the well known grain dealer of this city, is a member of the executive committee.

Des Moines, Ia.—A Seed Oat Special Train will be run on the Des Moines & St. Paul Ry., making 30-minute stops at each station between Des Moines and Mason City, Feb. 26 and 27. The Oat Special Train will be provided gratuitously by the railroad company and conducted jointly under the auspices of the Iowa State College and the Western

Grain Dealers Ass'n. The professors with the train will lecture the farmers on preparation of the seed bed; preparation of seed oats; treatment for smut; drilling or broadcasting; experimental patch, varieties. The organization of seed oat special trains, organization of small grain growers ass'n and promotion of the National Oats Exposition are the work of a committee of the Western Grain Dealers Ass'n, consisting of M. McFarlin, chairman, Des Moines; E. A. Fields, M. E. DeWolf, S. J. Clausen, E. S. Westbrook, A. G. Remley, C. H. Harris, R. B. Carson and J. E. Kennel.

KANSAS.

Pierce Jct., Kan.—Edgar Johnson has succeeded C. E. Sheldon.

Rozel, Kan.—Union Grain Co. incorporated; capital stock, \$10,000.

Dilwyn, Kan.—The Dilwyn Grain & Supply Co. is remodeling its eltr.

South Mound, Kan.—My eltr. and general store burned Feb. 15.—F. M. Denton.

Seneca, Kan.—D. H. Ferguson has succeeded Wm. Hossack.—A. C. Davis & Co., Kansas City, Mo.

Bloomington, Kan.—M. O. Koelsing has succeeded Aug. Page.—A. C. Davis & Co., Kansas City, Mo.

Morland, Kan.—The plant of the Morland Mill & Eltr. Co. was burned Feb. 18. Loss, \$10,000.

Belpre, Kan.—Sturgeon & Co. are tearing down their old eltr. to build a new one of 14,000 bus. capacity.

Wichita, Kan.—One of the largest alfalfa mills in America has been completed for the American Warehouse Co. by Chas. A. Tappan.

Eflingham, Kan.—Chas. Buhrmester has succeeded J. H. Cavanaugh; and W. R. Smith has succeeded Hendrickson & Sharpless.—A. C. Davis & Co., Kansas City, Mo.

Zenda, Kan.—The Nashville Grain Co. and the A. R. & W. E. Clark Grain Co. have installed Avery Automatic Scales in their eltrs. here and at Nashville and Isabel, Kan.

Savonburg, Kan.—W. F. Roberts, who recently bot Henson's eltr. at Stark, does all buying of grain at this place, and if crops are good this year will build an eltr. this summer at Savonburg.—W. M. Sloan.

Hiawatha, Kan.—Rather than pay a bet of \$900 on a grain fluctuation, Chas. F. Garrett, a bucket-shop keeper, pleaded guilty to operating a bucket-shop and was sentenced to 90 days in jail and \$500 fine.

Langdon, Kan.—We have changed the name of our company from Farmers Grain, Live Stock, Fuel & Supply Co., to Farmers Eltr. Co., and hope the change will be of some convenience to our customers.—J. A. Lyons, mgr.

Wichita, Kan.—Early in the morning of Feb. 10 a fire broke out in the 2-story frame building of the Wm. Hess Flour & Grain Co., that contained 30 tons of alfalfa hay, a car of flour, \$500 worth of corn and a smaller amount of feed. Contents totally destroyed. Loss about \$4,000.

Arkansas City, Kan.—For alleged discrimination in rates on flour the federal court, Feb. 6, gave the New Era Milling Co. judgment for \$700 against the M., K. & T. R. R. Co., which imposed an arbitrary of 5c per 100 lbs. on grain and grain products not originating on the M., K. & T.

Lincoln, Kan.—The Shellabarger Mill & Eltr. Co. has brot suit to restrain the officials of Lincoln county from collecting taxes on its average monthly purchases of grain for use in its milling business at Salina.

Bison, Kan.—Antone Stramel has bot a half interest in the Bison Mill & Eltr. Co. that intends to overhaul its mill, increase the capacity to 500 bbls. daily and erect a steel storage tank of 75,000 bus. capacity.

Chanute, Kan.—The Chanute Grain Co. is building elevated cob and dust houses at its eltr. here; cob house, 24x28x20; dust house, 10x12x12; so arranged that wagons can be driven under and cobs easily handled. These improvements will help keep the premises clean and reduce the spark hazard.

Wichita received over 5,000 cars of grain for the 6 months ending Dec. 31. This does not represent the actual amount of grain cleared thru Wichita for much was purchased from country dealers and shipped direct to destination without our dealers getting credit for it.—W. F. McCullough, Pres. Wichita Board of Trade.

Topeka, Kan.—The state agricultural college is opposed to the bill introduced by Senator G. H. Hunter providing for the creation of a seed wheat commission to import large quantities of seed for distribution to wheat growers. Professor Ten Eyck declared the commission plan will tend to destroy private enterprise in seed improvement.

Gerlaine sta., Medicine Lodge p. o., Kan.—M. J. Lane is building a 20,000-bu. eltr. up-to-date in all respects, equipped with 20-h.p. gasoline engine, scales, Ph. Smith Sheller and Cleaner, an oats clipper, a Bowsher Feed Mill and a warehouse. The C. A. Lowe Construction Co. has the contract. The Harper Mill & Eltr. Co. of Harper, Kan., will also build an up-to-date, 25,000-bu. eltr. here this spring.

Tampa, Kan.—The Tampa Milling Co. is building an up-to-date, iron-clad eltr. of 50,000 bus. capacity. The fireproof engine room will be of concrete. The plant will be equipped with the Hall system of eltrs.; a 30-h.p. gasoline engine, cleaners, and a Richardson Automatic Scale. The conveying and the transmitting machinery will be furnished by the Weller Mfg. Co. The Pelkey Construction Co. has the contract for the complete plant.

KENTUCKY.

Mt. Vernon, Ky.—Beaty & Hamlin expect to put in an eltr. to handle about 5,000 bus. of wheat.

LOUISIANA.

Kinder, La.—A new rice milling company has been organized; capital, \$50,000. J. A. Foster, pres. It will build a mill here.—H.

Baton Rouge, La.—The Louisiana Feed Stuff Co. is erecting a plant to manufacture fifty carloads of feed daily. The plant will be placed in operation Apr. 1. R. H. McCracken, formerly of Milwaukee, is manager.—H.

NEW ORLEANS LETTER.

At a meeting of the grain committee of the Board of Trade, held Wednesday, the uniform grading rules proposed by the Grain Dealers National Ass'n were discussed at length, and it was decided not to endorse the rules at present, for the reason that there is no guarantee that the rules will be enforced.

The 1,000-bbl. flour mill recently erected here by the H. T. Lawler Milling & Trading Co. will not be permitted to operate by the Orleans Levee Board. The Board is reconstructing the levee system of the city and requires the site of the mill for improvement purposes. It will be appropriated and demolished.

Prices of mill feed have advanced steadily during the past two weeks and are now at their highest level. In spite of this fact demand has improved and there is now a brisk trade in bran. Orders from the country are increasing and a good trade is expected from that territory from now on through the spring.

Pres. C. H. Ellis, of the Board of Trade, has appointed the following grain committee to serve the exchange for the coming year: A. F. Leonhardt, chairman; J. M. Rogers, C. M. Rodd, John T. Gibbons, Jr., F. P. Futvoye, Henry Leverich and R. J. Barr. The new flour and grain products committee is composed of the following: E. F. Kohnke, chairman; D. H. Browder, Victor Camors, Samuel Geric, Charles DeTurk, R. S. Harris, George B. Matthews, Jr.

Demand for oats is good and dealers report that they are now entering their busiest time. Improvement is noted in demand from the surrounding territory and fairly large shipments are going to Central America and Cuba. Stocks of oats, as in the case of corn, are ample to meet all requirements. Prices have advanced a cent within the past three weeks. White oats are selling at 56½ in bulk, and mixed oats are selling at 55½ bulk.

The excellent quality of corn handled in this market from all territories has been the source of much satisfaction to grain men this season. Representative dealers report that practically no corn has had to be dried, absence of moisture in the receipts being such as to render this unnecessary, whereas in former years almost every other car had to be treated. Demand for corn is improving. Local demand could show some improvement, and this is expected before the first of March. No. 2 yellow is bringing 69-69½ and white is bringing 71½-72, in bulk.

Effective Mar. 1, the grain inspection fees charged at New Orleans will be advanced as follows: Inward: Bulk grain, 75 cents a car; sacked grain, 75 cents a car; barges, 40 cents a 1,000 bus. Outward: Delivering to vessel, 60 cents a 1,000 bus.; delivering to car, 60 cents a car. Where consignees do not desire inspection a charge of \$5 a car for special service will be made. The fees will be available only for members of the Board of Trade, or where the grain is handled by a broker who is a member of the exchange. Otherwise the fees will be 50 per cent higher.

The hay situation, while still unsatisfactory, shows some improvement as compared with sixty days ago. The Illinois Central and Mobile & Ohio placed an embargo in effect at that time which has permitted stocks to become somewhat reduced and has operated to relieve the terminals of congested conditions. The Mobile & Ohio has now removed its embargo and the Illinois Central will likely raise its prohibition in the near future. Scarcity of storage space makes congestion easy and causes greater inconvenience than was the case before the loss by fire of the Illinois Central's hay sheds. Demand for better grades of hay continue excellent.

MARYLAND.

Prices, Md.—Wolsey J. Massey has completed a 100,000-bu. eltr., said to be the first eltr. erected in the peninsula of Maryland.

Baltimore, Md.—The directors of the Chamber of Commerce have appointed the following committees: Transportation—J. W. Snyder, G. S. Jackson and Walter Kirwan. Weighing—L. J. Lederer, J. M. Dennis and Eugene Blackford, Jr. Arbitration—W. H. Hayward, J. H. Gildea, Jr., G. T. Gambrill, Louis Muller and C. S. Schermerhorn. All of the grain inspectors and weighers have been reappointed for another year.

Hagerstown, Md.—Judge Keedy has set aside the auction sale of the eltr. property of the late Frederick C. McComas to John Gassman, who was bidding for Steffey Findley, for \$8,355. Christian M. Horst, who now operates the eltr., was also a bidder. He took exceptions to the sale on the ground that the \$8,355 was his bid. Gassman bid \$8,360 and during the bidding Horst walked away. The auctioneer then dropped back to \$8,355 and Horst and Gassman each considered that his bid. Judge Keedy ordered the property to be resold on Mar. 2.

MICHIGAN.

Lansing, Mich.—A bill has been introduced in the legislature to give threshers a lien on grain.

Grand Rapids, Mich.—The Valley City Milling Co. has bot a Hall Signaling Grain Distributor.

Ovid, Mich.—Chas. Farmer, formerly in the grain business, died recently at Grand Rapids, aged 70 years.

Walled Lake, Mich.—The old grist mill owned by C. H. Hosner, long a familiar landmark, has been torn down and the timbers used in the construction of an eltr.

Albion, Mich.—We are a new company composed of C. E. Patterson and W. R. Noyes, and will do a receiving and shipping business. Send us the Grain Dealers Journal, the best grain paper on the market.—Patterson-Noyes Grain Co.

Lansing, Mich.—A vigorous campaign for reciprocal demurrage and car service rules is being conducted by the Michigan Millers Ass'n, the Wholesalers Ass'n of Detroit, the hardware dealers, vehicle dealers and others. The state railroad commission recently gave those interested a hearing.

Marshall, Mich.—Southern Mich. Hay & Grain Co. incorporated with \$3,000 capital stock paid up in \$100 shares. The company will do a wholesale and retail business in hay and grain here and in Homer and Albion. The stockholders are: J. C. Beckwith, Marshall; Samuel D. Strong, Homer, and Frank E. Nowlan of Albion, ten shares each.

DETROIT LETTER.

Michigan hay men are reporting a good demand as well as a good supply for their line.

Michigan shippers are protesting against the present bill in the legislature repealing the act which provides for a maximum freight rate railroads may charge for short distances. Petitions are being circulated amongst the various shippers for their signatures.

The quarantine against Michigan grains and hay cost both the state and Canada hundreds of thousands of dollars. Only recently the customs inspector at Windsor, Ont., estimated the loss

to Canada alone to be approximately \$500,000. He said this was mostly in a commercial way and was largely composed of losses in grains.

According to the report of the transportation committee of the Detroit Board of Commerce there was but one shipment of grain eastward, by lake, from Detroit in 1908. This was a cargo of 47,139 bus. of wheat. With four railroad eltrs. in the city these figures would seem to show that the City of the Straits is slipping back in the grain trade but, though total shipments have fallen off materially, there are more than compensating features in other lines.—B.

MINNESOTA.

Dassel, Minn.—Olaf Anderson has resigned as mgr. of the Farmers Eltr. Co.

Bellingham, Minn.—An effort is being made to organize a new farmers eltr. company.

Breckenridge, Minn.—Kelly Bros. have decided to build an eltr. of 30,000 bus. capacity.

Stewart, Minn.—H. A. Marquardt has succeeded N. Schultheis as agt. for the Empire Eltr. Co.

St. Paul, Minn.—A bill regulating car service to shippers has been introduced by Senator Sundberg.

Stiles sta., Sauk Center p. o., Minn.—The Monarch Eltr. Co. has closed its eltr. for the season.—M. L. Bremer, agt.

Skyberg, Minn.—The eltr. of the Rex Eltr. Co. burned Feb. 8, with about 3,900 bus. of grain. Loss total, fully insured.

St. Paul, Minn.—The Minnesota House of Representatives has voted against the McCumber bill for federal grain inspection.

Carver, Minn.—W. H. Scott and his brother, J. C. Scott, have bot the eltr. of Anton Knoblauch and will install a gasoline engine and a feed grinder.

Pennock, Minn.—Farmers in this vicinity are discussing the organization of a company to build a grain house. J. P. Larson is taking the lead in the matter.

Carlton, Minn.—Frank Martin, an employee at the eltr. of C. H. Shaver, had his left hand caught in the cogs of the feed mill and lost the tips of three fingers and a thumb.

St. James, Minn.—The Eagle Roller Mill Co. will tear down its eltrs. here, at La Salle and Echols to remove them to locations in South Dakota not yet determined definitely.

Breckenridge, Minn.—At a recent meeting of farmers to consider building a farmers' eltr. here, each one present subscribed \$100. Those within reach of this market will be asked to take stock and an effort will be made to build an eltr. in time to handle the coming season's crop.

Mallory, Minn.—The 35,000-bu. eltr. of the St. Anthony & Dakota Eltr. Co. burned with its contents, 4,000 bus. wheat and 2,000 of flax; loss, total, about \$25,000 partly insured. The fire was discovered about 12:30 in the morning of Feb. 17. The doors had been broken open, which furnished conclusive evidence of incendiary origin.

Owatonna, Minn.—L. G. Campbell of the L. G. Campbell Milling Co. of Blooming Prairie and T. H. Kelly of this place have bot the property of the Hastings Milling Co. and the Pride Eltr. Co. and will take possession Mar. 1. This deal means the retirement of C. A. Tinch,

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W. W. Kinyon and Mrs. Ida Slade. Mr. Campbell will move his family here and take charge of the business.

St. Paul, Minn.—John G. Lennon has introduced a bill in the Minnesota House, H. F. 489, providing that eltrs. and grain warehouses on railroad right of way shall be assessed as personal property; and that in lieu of all other taxes on grain wheat shall be taxed $\frac{1}{4}$ cent per bu., flaxseed $\frac{1}{4}$ cent and other grain $\frac{1}{2}$ cent. The county board is empowered to make an arbitrary assessment of grain owned by persons who fail to list their grain with the assessor. Lennon's bill defining the method of taxation of grain in eltrs. is H. F. No. 483.

MINNEAPOLIS LETTER.

A stock exchange has been organized at this city, and among the grain brokers interested is Chas. E. Lewis, vice pres.

Claims not recorded on the books of the Minneapolis & Northern Eltr. Co. have turned up since the receiverships began, in the form of indorsements of the notes of the Pillsbury-Washburn Flour Mills Co. to the amount of \$4,400,000.

By order of the state railroad and warehouse commission the Omaha road has cut its switching charge from \$5 to \$2 per car on consignments from Minneapolis and St. Paul, the same as charged by other roads. D. Engstrom of the Loomis-Benson Co., was active in gaining this concession for the shippers.

Atty.-Gen. Geo. T. Simpson has opined that since it is unlawful for a citizen of one state to hold office in another it will be impossible to give North Dakota representation on the two Minnesota boards of grain appeals. Whether this opinion will satisfy the Dakotans remains to be seen, especially since they have gained representation on a Wisconsin body, the Wisconsin Grain & Warehouse Commission.

MISSOURI.

Drexel, Mo.—H. Reed has installed a Western Cleaner and Sheller. He expects to purchase a steam plant for his eltr.

Huntsdale, Mo.—Robt. Smith, who recently acquired the flour mill of A. D. Renfro, will add a grain eltr. to the property.

Jefferson, Mo.—A bill has been introduced in the legislature prohibiting railroads from deducting a percentage for shrinkage in adjusting claims for loss of grain in transit.

Jefferson, Mo.—Among the bills recently introduced in the legislature are: By Miller, No. 322, an act to amend section 1116 "No discriminations to be allowed in shipping grain"; a similar bill by Lloyd, No. 326; by Miller, an act relating to Bs/L to be given shippers.

Jefferson, Mo.—Senator Henry L. Eads of Davies on Feb. 4 introduced a bill in the senate to abolish the office of railroad and warehouse commissioners. Mr. Eads said the office in the past has cost the state \$412,000 in salaries for which the state has not received 4 cents in return. Under Eads' bill the grain inspection will be directly under the governor, who will appoint three inspectors for St. Louis, Kansas City and St. Joseph. The three inspectors are to choose a chairman, sec'y and a treas., and will hold office 2 years. A bill providing for the appointment of railroad and warehouse commissioners has been introduced by Mr. Duncan.

ST. LOUIS LETTER.

The Merchants Exchange directors have decided to call the attention of the National Council of Commerce to the desirability of having the duty on oats for seed removed.

The floor committee of the Merchants Exchange has resolved that all samples left on the floor or on the tables after 1:30 p. m. will become the property of the exchange.

The Gorg-Murphy Timber & Grain Co. incorporated to deal in timber and grain and do a transportation business; capital stock, fully paid up, \$50,000; incorporators, A. J. Gorg, Warren D. Isenberg, and Chas. Murphy.

Flaxseed broke all records on the St. Louis Merchants Exchange Tuesday, when sales were made at \$1.62 per bushel, and that price was bid either for spot or to arrive. The highest price ever reached in this market.

Charles L. Teichmann, of the Teichmann Grain and Commission Co., has been advised that his son, William C. Teichmann, has been nominated by President Roosevelt to be United States Consul at Stettin, Germany.

The directors of the Merchants Exchange have given an opinion that members who have rented drawers in the sample tables have no control over the tops of the tables, not even of the part of the top over their rented drawers.

The St. Louis Grain Club is an organization composed of receivers and shippers in this market, the main purpose of which is to bring these interests into closer relationship. The scope and aims of the Club will be more fully outlined at its next meeting in March.—B. L. Slack.

John Dower, supervisor of the Merchants Exchange Department of Weights, reports that during the month of January the following cars were found in bad order or not properly sealed at the different eltrs., track scales and hold tracks: Leaking grain doors, 443; leaking over grain doors, 52; leaking boxes, 1,258; leaking end windows, 96; cars not sealed, 675; end windows not sealed, 376; end windows open, 77 cars.

Grain merchants of St. Louis, Memphis and Nashville; grain dealers located at the Ohio River crossings, and Traffic Commissioner Lincoln of the St. Louis Merchants Exchange held a conference at the Planters' Hotel Friday (Feb. 19) and discussed the rules governing milling in transit, and the reshipment of grain moving to the South and Southeast. The meeting was presided over by Bruce McGee of Cairo, Ills., and resolutions were adopted calling upon the railroads to place in effect the rules discussed and recommended at the joint conference which was held in St. Louis in January.

A bill has been introduced in the Missouri Legislature by Representative Hall of Platte County to prevent grain eltrs. from deducting 100 lbs. from every carload to cover waste in shipment. The proposed law reads as follows: "Every sale of grain, seed, hay or coal shall be made on the basis of the actual weight thereof, and any purchaser of any grain, etc., who shall deduct any amount from actual weight or measure under the claim of right to do so by reason of any custom or rule of a Board of Trade, or any pretense whatsoever, shall be deemed guilty of a misdemeanor and subject to a fine of not less than \$10 nor more

than \$100 for each and every offense." As this practice was discontinued in St. Louis a number of years ago, no opposition will be made by local grain men to the passage of the bill.

The wave of temperance reform which has been sweeping over the country is having a peculiar effect on the barley trade of St. Louis, as the poorer grades of barley which are used for feeding purposes, and usually sell at least 5 cents per bushel below the better grades which are used for brewing, are now selling on a parity with the best grades, and are in good demand, while there is very little demand from brewers. Another result is that there has been a phenomenal increase in the exports of barley.

KANSAS CITY LETTER.

The meeting of the National Alfalfa Millers Ass'n at this city was very successful. The next semi-annual meeting will be held in August at a place to be chosen by the executive committee.

John H. Lynds, of the Vanderslice-Lynds Co., has bot the Board of Trade membership of C. C. Andrews, who quit the grain business and went to farming near Blue Springs, Mo., about a year ago.

The Board of Trade membership of F. J. Delaney is to be transferred to U. S. Shannon of the Elwood Grain Co., St. Joseph. Mr. Delaney was formerly employed by that company but is now in Chicago.

Kay H. Beach has bot the interests of M. L. Keever in the Beach-Keever Grain Co., and will conduct the business under the name of the Beach Grain Co. Mr. Keever has not announced his plans for the future.

C. C. Orthwein of the Orthwein-Machette Co. has announced his retirement from active business. Having reached the age of 40 with ample funds, Mr. Orthwein says he is content to take life easy henceforth and do nothing more than look after his investments. While his interests are chiefly in St. Louis he will continue to live here. E. E. Machette will continue the business of the firm.

Everett Seaver, son of James E. Seaver, vice pres. of the Midland Eltr. Co., was married Feb. 3 to Miss Gertrude Sharp, daughter of Mr. and Mrs. C. H. Sharp of this city. Mr. Seaver is a partner in the Moore Grain Co. and a popular member of the Kansas City Board of Trade. His friends spared neither time nor effort to decorate his desk in a manner befitting the happy occasion. Mr. and Mrs. Seaver will spend a month at Palm Beach, Fla., and then return to be at home here.

MONTANA.

Conrad, Mont.—James E. Helm will build an eltr here.

Moore, Mont.—The Farmers Eltr. Co. will build a new eltr.

Helena, Mont.—Representative Gray's bill to create a state grain inspection department has been referred to the committee on appropriations.

Conrad, Mont.—The Cargill Eltr. Co., allied with the Cargill-Withee syndicate, is preparing to get in early along the line of the Billings & Northern. It has applied to that road for side tracks and eltr. sites at several points on its right-of-way and will put in large eltrs. here, at Spionkop, Stanford, Judith Gap and Broadview.

Helena, Mont.—J. H. Ehrle, who has been manager here for the McCaull-Dinsmore Co., has been promoted to a more responsible position in Minneapolis, where he has gone to assume his new duties. He has been succeeded by George A. Bailey, who had traveled for the company thruout the Northwest and handled its cash grain business in Montana and on the Pacific Coast. Mr. Bailey has moved his family here. Robert A. Logan, formerly a bookkeeper for the Steele-Hindson Co., has been appointed assistant mgr. for the McCaull-Dinsmore Co., that intends to install several large new eltrs. in Montana. This company is associated with the Hawkeye Eltr. Co. and the McCaull-Webster Co., with northwestern headquarters in this city.

NEBRASKA.

Filley, Neb.—An effort is being made to organize a farmers eltr. company here.

Elmwood, Neb.—Wm. Sharp has bot the eltr. of E. P. Betts and has moved here.

Ashton, Neb.—The Farmers Co-operative Grain & Supply Co. has been incorporated.

Emerson, Neb.—During a recent storm the roof on the eltr. of the Benson Grain Co. was partly torn off.

Lincoln, Neb.—The house has passed Moore's bill, H. R. 170, establishing weights per bushel of grains.

Lincoln, Neb.—A bill providing for licensing of commission merchants has been introduced by Representative Carr of Keya Paha.

Homer, Neb.—Farmers in this vicinity have organized to build an eltr. At a recent meeting they elected Carl Larsen and L. J. Schuett secretaries.

Omaha, Neb.—G. W. Wattles has been re-elected pres. of the National Corn Exposition. C. C. Belden has succeeded H. H. Van Brunt as vice pres.

Lincoln, Neb.—Representative Nuckolls has introduced H. R. No. 342 providing for the creation of a seed wheat commission and appropriating \$50,000 as a seed wheat fund.

Lincoln, Neb.—Representative Cooperider of Adams has introduced a bill, H. R. No. 326, providing for the separate assessment of real estate owned by grain brokers and commission men.

Lincoln, Neb.—The agricultural committee of the senate has approved Senator Ollis' bill for the expenditure of \$100 by each county for farmers institutes and \$100 for the testing of seed corn.

Lincoln, Neb.—Senator Evans' grain weighing bill, H. R. No. 4, has been passed by a vote of 76 to 5. The bill provides that railroads must accept the sworn weights at the receiving station instead of destination weights, or install scales at the receiving station.

Lincoln, Neb.—Sec'y Clark Perkins and Rate Clerk U. G. Powell of the Nebraska Railroad Commission, visited Minneapolis recently to study the system of inspecting and weighing grain. It is said that the Nebraska Commission is about to undertake official weighing of grain.

Nebraska City, Neb.—The directors of the Grain-Alfalfa Milling Co. have elected the following officers: H. H. Hanks, pres.; Walter McNamara, vice pres.; John Johnson, sec'y; Gilbert E. Hanks, treas. Machinery is being installed that is expected to be in operation early in March.

Beatrice, Neb.—The Nebraska Corn Products Co. will place its new corn mill and eltr. in operation Mar. 1. The eltr. has a capacity of 80,000 bus. storage and 2,000 bus. per hour handling, with private side tracks from the U. P. and C. B. & Q. and a switching arrangement with the Rock Island.

Cedar Creek, Neb.—Geo. E. Fayles, a pioneer merchant and grain dealer of this place, died Feb. 15 from a complication of diseases caused by enlargement of the liver. He suffered much in the last two years. He was 60 years of age and had lived here more than 50. He left a widow, four daughters and a son.

Lincoln, Neb.—The joint railroad committee of the legislature has reported a reciprocal demurrage bill providing that shipments shall be moved forward at the rate of not less than 50 miles per 24 hours. For failure to receive and transport such shipment within the time prescribed, the company shall forfeit \$1 a day or fraction thereof on all carload lots.

Cortland, Neb.—Farmers have organized the Cortland Farmers Grain & Coal Co.; authorized capital stock, \$10,000, most of which has been subscribed; shares, \$25 each and no one member can hold more than eight. Two line companies are now operating here, the Nebraska Eltr. Co. and the Omaha Eltr. Co. The farmers company will either buy one of these houses or get a site and build their own.

Omaha, Neb.—The employment of a traffic expert jointly by the Grain Exchange and the Commercial Club is being considered. A liberal salary is to be paid to a man competent to look after the interests of grain shippers and jobbers. E. J. McVann, who is well posted on rate matters, may give up his work as sec'y of the Exchange to take a position as traffic expert in an eastern city. His contract does not expire until Apr. 1.

Odell, Neb.—We have recently built an eltr. of 18,000 bus. capacity. It has a concrete foundation 6 ft. high and concrete pit; all under the dumps and bins is concrete; studded house 28x30, 36 ft. to plate, with deck 12x30x20, cob house 12x12x20, engine room 12x12x14, dust house 10x12x10; all concrete foundations and floors. It is equipped with a 16-h.p. engine, one U. S. Corn Sheller, Cornwall Corn Cleaner, one oats clipper, a New Era Manlift, two legs and two dumps, one double and one single dump, wheat cups 6x11, and corn cups 6x12. The eltr. is covered with galvanized iron and has 11 bins watertight and rat proof. —A. O. Burket, mgr. Odell Farmers Eltr. Co.

NEW ENGLAND.

Stratford, N. H.—H. G. Shoff has bot the grain business of C. Clark in North Stratford.

New Bedford, Mass.—G. H. Brayton has not been in business for the last ten years.—J. F. Kirk.

Boston, Mass.—The steel conveyors for the 1,000,000-bu. eltr. to be erected for the Boston & Albany Railroad, have been completed. The 40,000-bu. temporary eltr. has been finished.

Worcester, Mass.—The burning of the grist mill and grain storage eltr. of Edward A. Cowee, Feb. 5, caused a loss of \$50,000, only partly insured. The Boston & Maine R. R. also lost six freight cars, two of which were loaded with grain.

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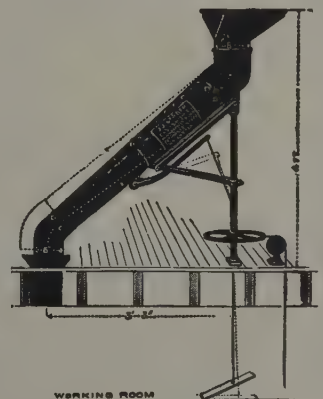
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Beverly, Mass.—O. B. Burnham, dealer in grain and hay, has filed a petition in bankruptcy. Liabilities, \$18,601; assets, \$2,059.

Boston, Mass.—The directors of the New England Grain Dealers Ass'n have elected H. J. Wood of Boston as treas., and W. D. Fulton of the same city as sec'y.

Rockville, Conn.—Edward White, who has been in the grain and feed business here for several years, has bot the property where the late Mr. Payne conducted his grain and coal business. It has coal pockets and is so arranged that coal and grain can be conveniently handled from cars. Mr. White will move to his new location where he will put in a grinding mill and perhaps an up-to-date grain eltr.

NEW JERSEY.

Newark, N. J.—The J. C. Jones Co. incorporated to deal in grain; capital, \$25,000; incorporators C. A. Woodruff, T. B. Stanton and W. O. Miller.

NEW YORK.

New York, N. Y.—We have succeeded the Jones & Morey Co.—L. A. Morey Co.

New York, N. Y.—Announcement of the death of W. S. Wallace was recently made on the Produce Exchange.

New York, N. Y.—The New York Hay Exchange Ass'n held its fourth annual banquet Feb. 11 at the Hotel Astor.

New York, N. Y.—Morris A. Phillips, who was for many years in the grain trade and a member of the Produce Exchange, died recently aged 55 years.

Brooklyn, N. Y.—The East New York Hay & Grain Co. incorporated; capital stock, \$10,000; directors, John Diele, A. H. Sellinger and Henry Schnurer of Brooklyn.

New York, N. Y.—O. B. Coates & Co. incorporated to handle flour and grain; capital, \$30,000; incorporators, O. B. Coates, A. T. Pearce, F. Moore and F. C. Woelfel.

New York, N. Y.—G. Walter Beaven has resigned his position on the board of managers of the Produce Exchange. He has joined the Chicago Board of Trade and after March 1 will handle orders on both exchanges.

Plymouth, N. Y.—The recently incorporated Plymouth Feed & Grain Co. has bot the feed business and building of Bert Rice. The company intends to put in a feed mill, thoroly repair the building and engine room and make other improvements. It is in the market for a feed grinder with suitable eltrs. and engine. Its order has not yet been placed. C. D. Harrington is the manager.

BUFFALO LETTER.

The total number of cars of grain inspected here during 1908 was 29,314, against 31,952 in 1907, and 30,550 in 1906.

J. Stofer, of Alder & Stofer, was recently the victim of a clever pickpocket when he was robbed of a valuable gold watch and a Masonic charm while riding on a street car to his office.

After a period of inactivity durum wheat is moving again in this market, some dealers reporting a very good inquiry from down-state mills. It is selling at about \$1.04 for No. 1.

Buffalo still holds about one-sixth of the visible supply of wheat, the amount here in eltr. and afloat being 7,771,731 bus., against 41,472,000 bus. in sight, 758,769

bus. having been taken out last week. Last year there was 4,422,846 bus., compared with 45,639,000.

Very little doing in this market in corn, oats and wheat, and grain dealers have mostly given up trying to do very much while the present high prices prevail. For more than a week past the quotations put up at the Corn Exchange have been merely nominal, so few offerings being made.

W. F. Rubins has retired from the firm and O. A. Bruso has been admitted, so that the firm is now composed of the latter and C. C. Rubins, of New York, and the name is changed from Rubins Bros. to Rubins & Bruso. Walter Voss becomes mgr. instead of O. A. Bruso.—Rubins & Bruso.

A Buffalo grain man has never seen the barley trade so slow. Maltsters simply will not buy or do anything that will require the outlay of any money, some of them even repairing old barrels instead of going into the market after new ones, so great an effect is the wave of prohibition having on the trade.

An involuntary petition in bankruptcy was filed last week against the D. L. Marshall Milling Co., the creditors and their claims being as follows: The Sheldlager Milling & Eltr. Co., Salina, Kan., \$1,693.39; Ellsworth Milling & Eltr. Co., Ellsworth, Kan., \$4,554.67; and the D. L. Houk Milling Co. of Good Thunder, Minn., \$1,166.75, all claims being for delivered goods and unpaid drafts.

The severe sleet storm of the past few days helped to send mill feeds to the highest price of the year, the quotation being \$26 for spring bran in 100-lb. sacks with the demand strong. The report is that \$28 and better is being offered in New York. Feed dealers say that the reason for the advance in price is because of the large number of small mills shutting down owing to the poor demand for flour.—J. C.

NORTH DAKOTA.

Upham, N. D.—Farmers have organized a company and will build an eltr.

Weaver, N. D.—Louis Bogstie has resigned as agt. at the eltr. of McCabe Bros.

Grand Forks, N. D.—McGuire & Atwood of Duluth, Minn., have opened an office here.

Washburn, N. D.—Otto Schulz has bot out the other members of the firm of Schulz & Co.

Monango, N. D.—Mr. Fox has succeeded Mr. Lilley, resigned, as buyer for the Empire Eltr. Co.

Belfield, N. D.—F. H. Shepard of Northfield, Minn., has bot the recently completed eltr. of LaHart Bros., built for \$7,000.

Bismarck, N. D.—To accommodate their storage patrons French & Welch have built a new fire, rat and mouse proof grain warehouse.

Brampton, N. D.—The Empire Eltr. Co. will probably rebuild its eltr. here, that burned Jan. 19.—M. M. Davis, former agt. Empire Eltr. Co.

Rocklake, N. D.—A co-operative farmers' eltr. company is being organized to build an eltr. half way between this town and Crocus. Twenty-five farmers have taken stock.

Dickinson, N. D.—The Missouri Valley Milling Co. has let the contract to the Minneapolis Steel & Machinery Co. for the complete power plant of its new

mill, including a 12 and 26x36 inch Twin City Corliss engine, 50-k.w. generator and motor and transmission machinery.

Edinburg, N. D.—At a recent meeting of the Edinburg Farmers Eltr. Co. a permanent organization was effected. The capital stock was placed at \$50,000. The charter permits the handling of grain, coal, lumber, flour and feed. Directors: H. Gunhus, T. Bravold, A. N. Bravold, Ole Fauske and K. Christopherson.

Bismarck, N. D.—Mr. McArthur has introduced a bill fixing the time, manner and place where sessions of the state railway commission shall be held. It is provided that at least five sessions shall be held each year, at Bismarck, Minot, Fargo, Grand Forks, and Carrington. The bill has been referred to the committee on railroads.

Bismarck, N. D.—Among the bills introduced in the North Dakota senate are the following: No. 149, to prevent line eltr. companies from paying lower prices at some stations, considering the freight rate, than is paid elsewhere, to create unfair competition. A bill by Knox forbidding the circulation of false crop reports, and S. B. 161, for a state highway commission.

Emerado, N. D.—The trial of the suit by the Emerado Farmers Eltr. Co. against the Farmers Bank of Emerado was begun Feb. 10 at Grand Forks. After John Hempstead, pres. of the eltr. company and cashier of the bank, had shot himself in September, last year, the manager of the eltr. learned that Hempstead had cashed three checks on the eltr. company's account aggregating \$8,000, but it is said the proceeds were not applied to the company's use.

Bismarck, N. D.—Among the bills introduced in the legislature are the following: Senate Bill No. 21, for an act authorizing counties to issue bonds to procure seed grain for needy farmers resident therein. Senate Bill No. 118, for an act making it unlawful for any person, firm, association, copartnership or corporation doing business in the state to purchase grains at different weight for the bushel than is fixed by law, or to take or accept any dockage on grains not docked at the terminal markets of Minnesota and Wisconsin. Senate Bill No. 270, for an act to require all persons, firms, associations now engaged, or may hereafter engage, in the purchase of grain for shipment out of the state, by rail, other than public warehouse and eltr. men, firms, associations and corporations engaged in said business and now required by law to take out licenses and give bonds to the state, to take out a license to carry on said business and to give bond to the state.

Bismarck, N. D.—The senate has adopted the report of the state railroad commission to the governor and has directed the atty.-gen. to draw up bills to carry out the recommendations of the commissioners, which are that: Changes in railroad rates shall not go into effect until approved by the Commission. That the Commission shall be authorized to revoke the licenses of grain warehousemen for oppressive acts. That the Commission be authorized to employ supervisors to inspect all grain eltrs. and warehouses, their methods of issuing grain tickets and their scales. That the Commission be authorized to appoint men at Duluth and Minneapolis to inspect the weighing, grading, mixing, cleaning and docking of grain from points in North Dakota and to report to shippers when discrepancies

are marked between shippers' weights and destination weights. That the Commission be authorized to prescribe a standard form of warehouse receipts. The bills prepared in accordance with this instruction will be introduced in the senate by E. F. Gilbert, chairman of committee on railroads.

OHIO.

Kings Creek, O.—I have succeeded Woodcock & Beatley.—Alden Beatley.

Cincinnati, O.—The Chamber of Commerce has reduced its mortgage from \$125,000 to \$115,000.

Birmingham, O.—The old eltr. and mill of Frederick Burk & Son burned recently; insurance, \$2,500.

Lorain, O.—The Lorain Flour & Grain Co., that took over the interests of H. J. Barrows & Co., is planning to build an eltr.

Gettysburg, O.—We will retire from business April 1. Curtis Burns of Andover, O., has bot our house.—Myers & Myers.

Havens sta., Fremont p. o., O.—Havens Eltr. & Supply Co. incorporated; capital, \$20,000; G. F. Kenan and others incorporators.

Canton, O.—The Smith Grain Co. in incorporated; capital, \$20,000; incorporators, G. M. Letherman, D. S. Cable, C. Montgomery.

Cincinnati, O.—The grain men of the Chamber of Commerce are still working on the revision of the rules to govern the weighing department.

Toledo, O.—The E. E. Evans Hay & Grain Co. of Tiffin, has begun work on a commodious new eltr. and wareroom at the junction of the C. H. & D. and the Terminal.

Cavett, O.—We were in business at Ohio City until we sold our eltr. to Wm. Mahan of Van Wert. We are now located here as we have leased the eltr. of E. C. Fisher.—Wm. Cook & Son.

Columbus, O.—Senator Walter A. Aldorf has introduced a bill in the senate providing for agricultural extension work by certain state institutions. The bill has the endorsement of the Toledo Produce Exchange.

Cincinnati, O.—The directors of the Chamber of Commerce have adopted a resolution requesting the Ohio General Assembly to pass a bill providing for extension of education in agriculture by the state college.

Milford Junction, Shakespeare p. o., O.—Thos. C. Linger of Findlay, O., head of the Ohio Hay & Grain Co., has bot suit against Chas. W. Butler to recover \$2,460 alleged to be due on their partnership in the operation of the eltr here.

Toledo, O.—The Toledo grand jury will look into the bucket-shops here. Ohio has always had a law prohibiting bucket-shops, but very few judges ever asked the grand jury to see that the law was enforced. There are two or three shops in Toledo. We really don't know how many or even their names.—J. F. Zahm & Co.

Hebron, O.—I am at present practically out of the grain business. I operated a leased eltr. here; my lease expired and the eltr. was sold Sept. last, and is at present operated by F. E. Kirk. There has been very little business in grain at this point for the last three years. If operating an eltr. I would not be without the Grain Dealers Journal.—M. Kelsey.

Green Camp, O.—The Watts Eltr. Co. has bot the eltr. of the Marion Mfg. & Grain Co. for \$6,000. This was the last plant owned by the Marion Co., that has been disposing of its interests for some months. After closing up its books the company will be dissolved.

Bellefontaine, O.—The McMorran Bros. of St. Paris will start a new town here in Logan county that they will name McMorran. They will build a grain eltr. and open a general store. The T. & O. C. Ry. will give them a switch. McMorran Bros. have several other eltrs. established by themselves.

Green Spring, O.—J. L. Stoner, a grain buyer and proprietor of a flour and feed store, died suddenly, Feb. 5, aged 61. He had left his store and retired from business only three days before. He was a grandson of Jacob Stem, the early settler for whom this town was originally named Stentown, a name still retained by one addition. Mr. Stoner was the last of this family that, since business began in this place, has been identified with its interests. He leaves a wife and two daughters.

Cincinnati, O.—The operations of the notorious Pickerel in southern Indiana are recalled by a decision of court against the Big Four Railroad Co., which had been induced to turn over a car of broomcorn on a telegram from the shipper, which telegram had in fact been sent by Pickerel, it is alleged. The car was consigned to Chas. Molter by the Louisville Grain Co., but Pickerel sold the car to Peter De Roo, to whom it was delivered by means of the false telegram. The court held that the carrier could not recover from an innocent victim.

Payne, O.—Simon D. Brady, formerly the senior partner in the Brady Grain Co. that has eltrs. here, at Batson and McGill, died of diabetes at his home on his farm near Payne, Feb. 4. In addition to his grain business Mr. Brady owned a stock farm and had interests in a hardware store, a meat market, a bank and a real estate business. About a year ago his increasing poor health compelled his retirement and he sold his holdings to his brothers. He is survived by his wife and four children, his mother, three sisters and three brothers, which latter will carry on the grain business the deceased was instrumental in building up.

OKLAHOMA.

Keystone, Okla.—J. M. Morris is building a 10,000-bu. eltr.

Chickasha, Okla.—F. E. Moore, a grain man of Pocasset, is planning to build a large eltr. here.

Council Hill, Okla.—Chas. A. Barricklow, of Muskogee, Okla., has bot the eltr. of the Council Hill Grain Co.

Enid, Okla.—W. M. Randels is a candidate for city mayor on the Republican ticket at the Mar. 10 primary.

Verden, Okla.—The El Reno Mill & Eltr. Co. and the Home Grain Co. have had their eltrs. remodeled by Chas. A. Tappan.

El Reno, Okla.—A call for a district meeting of the Oklahoma Grain Dealers Ass'n at this city Feb. 18 was sent out by Sec'y C. F. Prouty.

Oklahoma City, Okla.—At the quarterly meeting of the Oklahoma Millers Ass'n held recently at this city it was decided to work for the enactment of a seed wheat bill, and the sec'y was instructed to confer with the experiment station with a view to preparing such a bill.

GRAIN TRIERS



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Minneapolis, Minnesota

May 1909 WHEAT

Those desiring some highly interesting comments and data respecting May 1909 WHEAT, should write me at once.

E. W. WAGNER

99 Board of Trade

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The Pictorial World depicts in a graphic manner and appropriate colors characteristic scenes from all principal lands, together with the National Flag of each, held aloft by a female figure representing the spirit of each nation, clothed in the recognized national costume. This forms a beautiful border in artistically blended colors, around a map of the World, so colored as to show territorial possessions of all the Great Powers and their relative sizes; the ensemble producing a most pleasing, instructive and educational wall ornament, 28x 28 inches in size.

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GRAIN DEALERS JOURNAL
255 La Salle St. CHICAGO, ILL.

OREGON.

Pendleton, Ore.—During a high wind, Feb. 2, sparks from a passing train set fire to the warehouse of the Pacific Coast Eltr. Co. No wheat was in the warehouse, which was totally destroyed; loss, \$2,000.

Portland, Ore.—Directors of the Board of Trade to represent its grain department have recently been nominated as follows: J. H. Klosterman, W. A. Goss, G. W. Nottingham, M. F. Houser, T. C. Sanford, Wm. Albers and F. W. Swanton.

Portland, Ore.—A grain eltr. of 600, 000 bus. capacity is to be erected here by capitalists of Minneapolis, Chicago, Kansas City and New Orleans, whom Sec'y Fred Muller of the Board of Trade has interested. It will be completely equipped to handle bulk and sacked wheat. At the recent convention of the farmers union at Spokane Mr. Muller made a strong argument for the construction of elevators at Portland and for bulk shipments, stating that the California growing demand and the completion of the Panama Canal will hasten the adoption of bulk shipment.

PENNSYLVANIA.

Pittsburg, Pa.—H. T. Armstrong, formerly of John D. Armstrong & Co., has charge of the new grain department opened by Geo. W. Eberhardt & Co.

Elkview, Pa.—Fire last month destroyed the warehouse and contents, grain and feed, of S. K. Chambers & Bros.; loss, \$25,000. This is the third time this ill-fated house has burned.

PHILADELPHIA LETTER.

Complaint is general that oats even at the high prices are coming in adulterated with cheaper grain.

The complaint committee is a new adjunct of the Commercial Exchange and A. B. Clammer is its chairman.

The directors of the Liverpool Corn Trade Ass'n have removed the restrictions placed on certificates issued by the Philadelphia Commerce Exchange and now recognize inspection by this exchange.

The 35-ft. channel depth for the Delaware river here being now reported favorably by the river and harbor committee, all of the trade organizations of the city are booming the inland waterway route to the sea.

President Scattergood of the Commercial Exchange has already begun his aggressive policy to compel the trunk lines to abolish the \$2 charge on car diversion, the matter to be brought before the Interstate Commerce Commission at once.

The rumor that is going abroad that the Commercial Exchange will purchase the present Stock Exchange building at Second and Dock street for a permanent home of their own is pronounced by the officials here as without the slightest foundation in fact, notwithstanding the reserve fund is mounting beyond the \$100,000 mark and the grain and inspection department is proving to be very profitable.

SOUTH DAKOTA.

Naples, S. D.—A farmers' eltr. will be built here.

Hudson, S. D.—The eltr. of the Hunting Eltr. Co. burned recently.

Bristol, S. D.—The line of eltrs. owned by A. J. Rieger has been closed.

Watertown, S. D.—N. Kirsch has resigned as mgr. for the Farmers Eltr. Co. St. Marys, S. D.—John Southall of Berlin, N. D., will build an eltr. here in the spring.

Turton, S. D.—A farmers eltr. company has been organized by J. C. Hurst, John Jeffers and others.

Volin, S. D.—F. W. Hart has bot Alfred Alder's interests in the flouring mill and eltr. of Alder & Hart.

Burbank, S. D.—The Farmers Eltr. Co. of Vermillion is selling stock in an eltr. it is planning to build here as soon as possible.

Norden, S. D.—D. McKinnon has let the contract to rebuild the eltr. of the D. McKinnon Eltr. Co., that burned Dec. 4 last, to L. O. Hickok & Son.

Hoven, S. D.—Fred Kraemer, agt. for the Pacific Eltr. Co., has left this place and has gone to Tolstoy to take charge of the same company's eltr. there.

Beresford, S. D.—The newly organized Farmers Eltr. Co. is building a 30,000-bu. eltr. on the C. & N. right-of-way, to be equipped with up-to-date machinery.

Aurora, S. D.—I have resigned my position as agt. of the Atlas Eltr. Co., and will go into the general merchandise business. My successor is not here yet.—F. H. Ripley.

Aberdeen, S. D.—G. O. Fuller of Minneapolis, general mgr. of the Hawkeye Eltr. Co., has installed O. E. Vrooman of Sac City, Ia., as mgr. of the local branch, in place of Chas. A. Brown, resigned.

Webster, S. D.—Ross E. Parks, who recently bot the eltr. of the Reliance Eltr. Co., will move his family here as soon as possible from Lily, where he has been in the grain business for about 20 years.

Viborg, S. D.—The Duluth Eltr. Co. has closed its house here for the rest of the season. I have bot for them five and a half years. Now I will go to Plainview, Neb., and buy for the McCaull-Webster Eltr. Co.—Peter Christensen.

Stockholm, S. D.—At their recent meeting to organize an eltr. company the farmers elected O. B. Fornell, chrm.; Chris. Hanson, sec'y; O. P. Johnson, treas.; and Mr. Fornell, Mr. Hanson, Wm. Fritz, Norman Nelson and Emil Berg, directors.

Cresbard, S. D.—C. S. Doolittle and J. J. Price went to Groton recently to inspect the eltr. of the Ferney Farmers Eltr. Co. in the interest of the Farmers Eltr. Co. of Cresbard, that intends to build a large eltr. and is seeking pointers on construction.

Pierre, S. D.—Among the bills introduced in the South Dakota legislature are the following: H. B. 133, providing that warehousemen shall give bonds and pay \$3 to \$10 license. H. B. 178, forbidding pools. H. B. 20, to prevent unfair discrimination in the purchase of grain and other commodities. S. B. 110 to govern the distribution of cars to shippers in proportion to their requirements, houses that are full to receive cars by preference. S. B. 193, requiring bonded warehousemen to publish storage rates.

SOUTHEAST.

Gulfport, Miss.—Mayor Geo. Fooke has let the contract for his new grain warehouse to be built on the L. & N. right-of-way.

Columbus, Ga.—The E. L. Stanley Co. incorporated to deal in grain; capital stock, \$15,000; E. L. Stanley and H. M. Bagley, incorporators.

Kingston, N. C.—H. Clay Edwards has bot the interests of his partner, G. H. Pegran, in the grain business of Edwards & Pegran and will conduct the business alone.

Alexandria, Va.—Our new corn meal mill is not the largest, but is one of the best equipped mills in this section of Virginia; capacity, 1000 bus. per day of table meal. We are installing the latest improved machinery.—T. F. Burroughs Son & Co.

Selma, Ala.—This is a live jobbing center having 9 good jobbers, all of whom handle corn, oats and mill feeds. This market takes about 500 cars of corn and 400 cars of oats per year. The trade has not bot much grain ahead.—R. F. Ross, Gaines & Ross.

Athens, Ga.—A car of oats sold by Alex. C. Harsh & Co. of Nashville, Tenn., to Epps, Williams & Co., of Athens, was seized Feb. 9 by officers of the state agricultural department. Commissioner Hudson alleges that the car instead of being No. 2 white oats contained 74 per cent of barley.

Atlanta, Ga.—Thomas H. Brooke, who had been in the wholesale flour, grain and hay business for the last 15 years, died Feb. 11, aged 54. For some months he had been in poor health, necessitating an operation shortly before Christmas, and a second a few weeks later, from which he never rallied. Recently his nephew, Arthur L. Brooke, became associated with him in his business. He is survived by his wife, two daughters, a son, his mother, a sister and two brothers.

TENNESSEE.

Alexandria, Tenn.—The Star Milling Co. will soon begin building an eltr. for wheat and corn.

Nashville, Tenn.—We are operating thru the Steel Eltr. Storage Co., and do not now contemplate building a house.—Midland Grain Co.

Clarksville, Tenn.—The Mill Products Co. incorporated to deal in flour, meal, grain and mill products; incorporators, J. P. Dunlop, J. M. Neblett, W. G. Orr, G. C. Reed and L. C. Westernberger.

Memphis, Tenn.—The Riverside Warehouse & Eltr. Co. has let the contract to Fred Friedline & Co. for a concrete and brick warehouse, 94x120 ft., two story, with gravel roof and freight lifts. The building is to be completed by Apr. 10 and will be operated by Webb & Maury.

Nashville, Tenn.—Replevin suit to get possession of two cars of oats held by the Steel Eltr. & Storage Co. has been brot by the Lone Wolf Co-operative Co. of Lone Wolf, Okla., and the Reeding Grain Co., of Reeding, Okla. It is alleged that the two cars were sold to E. R. & D. C. Kolp of Oklahoma City and by them to the Bell-Duff Commission Co.

TEXAS.

Krum, Tex.—The Sanger Grain & Eltr. Co. is having a clipper and Richardson Scales installed in its plants here and at Sanger by the Pelkey Construction Co.

El Paso, Tex.—We have succeeded Mill "E" of the Globe Mills of California. Our eltr. capacity is 140,000 bus.—Clairborne Adams, sec'y El Paso Grain & Milling Co.

Austin, Tex.—Wortham and Fitzhugh have introduced an anti-bucket-shop bill in the house.

Plainview, Tex.—We have bot the eltr. and grain business of the Plains Lumber & Grain Co. and will continue the business under the name of Cobb & Elliott Grain Co.

Sherman, Tex.—Sherman Mill & Grain Co. incorporated; capital stock, \$75,000; incorporators: A. A. Fielder, J. R. McElroy, D. W. Gulick and R. S. Fulton of Van Alstyne, the others being Sherman capitalists.

Howe, Tex.—This point is well equipped with everything necessary for handling grain, both local and transit business, except grain tariffs that can be understood by grain dealers of good ordinary intelligence, or railroad officials who can interpret or explain them.—Howe Grain & Mercantile Co.

Sanger, Tex.—Smith, Wiley & Co. have let the contract to the Pelkey Construction Co. for an up-to-date, ironclad eltr. of 15,000 bus. capacity, equipped with a 35-h.p. gasoline engine, a No. 7 clipper, the Hall Eltr. System, a passenger lift, a roller mill to grind feed, and a Richardson Automatic Scale; transmitting machinery to be furnished by the Weller Mfg. Co.

UTAH.

Salt Lake City, Utah.—The David Robbins Grain Co. incorporated; capital stock, \$30,000; David Robbins, pres.; M. C. Rigby, vice pres.; Vendla Farrell, sec'y and treas. The company takes over the grain business of David Robbins at \$6,000 and proposes to operate eltrs., deal in farm products, live stock and salt.

Taylorville sta., Salt Lake City p. o., Utah.—The Hyrum Bennion & Sons Co incorporated to engage in a general grain and milling business; capital \$50,000, divided into 500 shares, \$36,000 of which is paid up by taking over the copartnership of Hyrum Bennion & Sons and some real estate. Hyrum Bennion, pres.; Samuel T. Bennion, vice pres.; Hyrum Bennion, Jr., sec'y and treas.; these with Oscar J. and David Bennion form the directorate.

WASHINGTON.

Seattle, Wash.—The Northern Pacific Railroad has completed the extension of the wharf in front of the eltr. at West Seattle at an expense of \$65,000.

Waverly, Wash.—The Waverly Grain Co., that handles seed grain, grass seed and coal along the line of the Inland Electric Ry., is considering expanding its business and installing cleaners to clean its grain before shipping it.

Olympia, Wash.—A reduction of 35 cents a ton on all grain shipped from eastern Washington to Portland and Puget Sound is provided for in a bill introduced by Senator Cox at the suggestion of the state railroad commission. Another bill introduced by Senator Cox provides for a 10 per cent reduction on farm products.

Colfax, Wash.—At a recent meeting of the Farmers' Union it was decided to build a warehouse here to handle the coming season's grain crop. John O'Neill, James L. Strevey, John Bloom, H. F. Schreiber and E. Reinhard, all members of the Farmers' Union, have formed a company, which they will incorporate, to build grain warehouses at Diamond and Mockonema sta., Colfax p. o.

Dayton, Wash.—Two men were seriously injured and the lives of four more endangered recently when a pile of grain toppled over in the warehouse of Kerr, Clifford & Co. Seth Hester and Murray Clayton were buried under four tons of grain, but were rescued by other warehousemen who had escaped the falling wall of barley. Both are expected to recover.

Spokane, Wash.—The farmers' trust, which was formed here February 9 by the Farmers' Educational and Co-operative Union, will employ one or more agents to sell the several million bushels of grain grown by members. This combination will apply on a larger scale the growing practice of several farmers turning over the sale of their wheat to a committee which is authorized to make or accept a certain price.

Walla Walla, Wash.—Machinery for the first alfalfa-grinding mill in the eastern part of this state has arrived for the new building of the Walla Walla Alfalfa Meal & Feed Co., that has taken the lead in starting this industry here. The company was formed a couple of months ago with Chas. Cooper president and H. H. Crampton secretary. A site was purchased and a building pushed to completion to handle about 30 tons daily.

WISCONSIN.

Ableman, Wis.—E. P. Richardson has sold his grain business here to the H. M. Johnson Lumber Co., of Baraboo, Wis.

Appleton, Wis.—The Society of Equity intends to build a co-operative eltr. As soon as one-half of the \$40,000 stock is subscribed the work will begin.

Superior, Wis.—James Kernan, one of the grain inspectors, has been appointed a member of the Wisconsin Grain & Warehouse commission to succeed W. C. McFadden.

La Crosse, Wis.—The Osborne-McMillan Eltr. Co. of La Crosse has filed notice of dissolution after the sale and transfer of its property and rights to the Osborne-McMillan Co. of Minnesota.

Superior, Wis.—The Great Northern Railroad Co. has let the contract to the Barnett & Record Co. for the construction of a 2,500,000-bu. eltr. of reinforced concrete, comprising 72 tanks 100 ft. high and 20½ ft. in diameter.

Superior, Wis.—Changes are to be made in the law under which the Wisconsin Grain & Warehouse commission weighs and inspects grain. An amended bill is being prepared by Judge L. K. Luse, chairman of the grain committee of the Commercial club.

MILWAUKEE LETTER.

Memberships in the C. of C. are quoted at \$200 net to buyer.

Harry A. Plumb has been appointed secretary pro tempore of C. of C.

E. F. Blomeyer, assistant general freight agent of the Milwaukee road, was re-elected president of the Milwaukee Transportation ass'n at the annual meeting.

Business is good; in fact so good that with the light receipts we are unable to meet the demand. This extends to all kinds of grain at the present time. Conditions are favorable for a firm market, particularly on oats.—I. C. Lyman.

Karger Bros. brot suit against J. B. Orth of Minneapolis who was formerly in their employ to collect two notes of \$5,000 each. The jury awarded a ver-



Cover's Dust Protector

Rubber Protector \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

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dict to them in less than twenty minutes after it was instructed by the judge.

Application for transfer of membership in the C. of C. has been made by Edward Cramer. The board of directors recently admitted the following to membership: J. H. Huennkens, M. L. Henderson, Harry Hayes, M. B. Helmer, Gus A. J. Trostel, John J. Brady and A. C. Lingelbach.

A summing up of the number of new members added to the C. of C. shows a total of seventy-six names for the past ten months, the largest number in the same period of time in the history of the association, after its formation, with the exception of the Chicago board of trade members "rush" several years ago.

August F. Backhaus, in the earlier years widely known as a grain dealer in Milwaukee, and a member of the C. of C. since 1887, died Feb. 11th at his home in Marshfield, aged 69 years. Some years ago Mr. Backhaus carried on an extensive business on the floor of the Chamber, and was also a large dealer in malt and hops.

There is a scarcity of offerings, which has brot an improved demand and better prices. Market is up about 1c on barley and 1 to 2c on corn and oats. Only feature I see is that the advance has not brot out larger offerings. The malting demand is dull and unchanged. Advance in barley prices created by the demand for feed.—B. G. Ellsworth.

L. W. Gifford, who has recently opened up business on his own account, has had much experience in operating country and terminal eltrs. and in the sample markets. His experience in the country was in Iowa and Minnesota and he has handled consignments in Minneapolis and Milwaukee. Mr. Gifford believes the knowledge thus acquired enables him to get results for his patrons.

Under the influence of a more than usual healthy inquiry for corn "to arrive" buyers have forced this section of corn prices right up along with the rise for "spot" corn, which have been lifted considerably as a result of light receipts, and the wires (i. e. those still up and in service) are being kept hot submitting bids and making acceptances. The almost total lack of daily offerings is being severely felt, much to the advantage of the country dealer.

"Five cents worth of nails judiciously administered on cars prior to starting them on the road go a long ways toward saving dollars for shippers caused by leakage. Undoubtedly elevator proprietors and shippers themselves would give cars this attention, but when it is left to others they either get careless or forget that a leak ever occurs, with the usual results. Railroads have not done anything to speak of in the way of repairing cars the past year, probably on account of the financial disturbance, and leaks are being detected in comparatively the same number of cars as a year ago."—F. F. Clapp, Weighmaster.

In competition for the five cups offered by the C. of C. for the best exhibits of the several kinds of grain shown by the Wisconsin Experiment assn, at Madison, the following were declared winners: Best ten ears Silver King Corn, T. P. Grebe, Fox Lake; Best sample Swedish Select Oats, E. T. Briggs, Fond du Lac; Best sample Spring Wheat, H. P. West, Ripon; Best sample Winter Rye, J. N. Bahl, Beaver Dam; Best bundle Oderbrucker Barley, C. H. Howett,

Randolph. After the exhibition the grain was auctioned and brought remarkably high prices; one ear of Silver King Corn was sold for \$20.25; a half peck of Oderbrucker Barley brought \$12; a half peck of Swedish Oats went at \$6. The Silver cup offered at the exhibition by the Wisconsin Brewers' Ass'n for the best exhibition of Oderbrucker Barley was won by H. E. Krueger of Beaver Dam. The Andrew Simonson cup given for the best exhibition of Silver King Corn was won by T. P. Grebe. In a letter to Pres. Wall, expressing great gratification over the interest aroused by the cups offered, H. E. Krueger writes: "The trophies aroused much interest among the members and exhibitors of our association. And they brot out the largest and best display of grain and corn ever witnessed in Wisconsin. I wish you could have been with us to see the crowd that gathered. The competition was very strong. 48 entries were made for Silver King Corn cup; 36 for the Oats cup; 50 for the Barley cup; 16 for the Wheat cup and 19 for the Rye cup."—Slits.

Meeting National Alfalfa Millers Association.

The second semi-annual meeting of the National Alfalfa Millers Ass'n in the Reading Room of the Railroad Club at Kansas City, Mo., was attended by about fifty men interested in the growth and marketing of alfalfa.

W. A. McGowan, Pres. of the Railroad Club made an address of welcome. He said: "I have helped to develop some markets in this country and Europe for alfalfa, and I have yet to find the first feed dealer from Boston to the Pacific who has not been interested in alfalfa and asked for more information."

Pres. Axtell: There is no doubt that the alfalfa dealer will eventually handle a greater tonnage than all the balance of the dealers in grain together.

The entire work of the convention centered about the able and comprehensive address of the President. The most important subject before the convention was the grading of alfalfa. The subject was discussed during the balance of the morning session and nearly the entire time of the afternoon session. Some of the dealers wished to allow the subject to pass over until the next meeting, six months hence, but the majority favored a settlement of the proposition and they stuck with it until uniform grades were agreed upon.

Afternoon Session.

The afternoon session of the meeting was opened with an address by Mayor Crittenden, who in a few words turned the keys of the city over to them.

This was followed by a discussion of the rules for grading alfalfa which was interspersed with smoking, recesses, talking, cheering, appointment of a comite of three from the Ass'n to confer with a comite of three from the Kansas City Alfalfa Ass'n, and so on, until a banquet was served beginning at 6:30 in the roof garden of the Savoy Hotel where the subject was again taken up. The following grades were adopted:

UNIFORM ALFALFA GRADES.

Choice alfalfa meal shall be milled from leafy alfalfa of natural green color, properly cured, free from foreign grasses, sound and sweet with pronounced alfalfa fragrance and must contain 14 per cent protein and 1½ per cent fat.

Prime alfalfa meal shall be milled from leafy alfalfa of fair color, sound and sweet, having reasonable alfalfa fragrance, shall

be free from foreign grasses and shall contain 14 per cent protein and 1½ per cent fat.

Standard alfalfa meal shall be milled from alfalfa, sound and sweet, but not of sufficient fragrance and color to grade prime, may contain 15 per cent of foreign grasses and shall contain 11 per cent protein and 1 per cent fat.

No grade alfalfa meal shall include all alfalfa meal not good enough to grade standard.

We recommend that all shipments of alfalfa meal be packed in even weight bags and comply with the Pure Food Laws.

After an all day and a portion of the night session, the following was accomplished: Steps were taken to establish alfalfa meal in the markets of this country as a regular feed stuff, with Uniform Rules for grading it; the theory that bright green or a "pea green" alfalfa was the best for feeding purposes was exploded and its real value demonstrated to be in the amount of protein it contains. A brown tobacco colored alfalfa meal was shown to have greater feeding value than the pea green which is ignorantly demanded by the trade.

The following trading rules were adopted:

TRADING RULES.

Rule 1. If without notification to the consignee on the part of the shipper, shipment is found to contain 20 per cent of inferior grade, settlement shall be made on basis of lower grade.

Rule 2. The Association shall elect annually a Board of Arbitration to consist of three members of the Association, no two from the same state, whose duties shall be to settle all disputes between buyer and seller. Cost of calling arbitration, \$15.00, loser to pay all expenses.

Rule 3. Members calling for the services of the Arbitration Committee shall submit such samples as are required by said committee, who shall formulate rules and regulations for the proper filing of claims for adjustment and shall render decisions thereon to parties interested. Any member refusing to abide by the decisions of said committee thereby forfeits his membership in the Assn. A faithful record of the cases tried before this committee and its findings shall be kept with the secretary of this assn., who shall incorporate the same in his annual published report.

Rule 4. The Arbitration Committee elected by this Assn. shall make such rules as they deem necessary for the proper filing and trial of cases between shipper and consignee and shall furnish the secretary of the Assn. with a copy of the same. These rules of the Arbitration Committee shall be incorporated as a part of the trading rules of the Assn.

A mixture of half alcohol and half water will not freeze in the coldest weather, and has been recommended for gasoline engines to prevent freezing in the water jacket. Denatured alcohol is used.

Default was made recently on a judgment for \$1,162,437 in favor of Thomas Watkins in New York, to whom a judgment obtained by Irwin, Green & Co., after the collapse of the Harper wheat deal, had been assigned.

Shortages in the weight of sacked feed are being considered by a committee of the National Ass'n. of Feed Dealers, of which T. S. Blish of Seymour, Ind., is chairman, with a view to establishing a rule to govern settlement.

Grading of winter wheat by the Illinois Grain Inspection Department at East St. Louis is being severely criticised by grain dealers. Illinois grown hard winter wheat loses the hardness characteristic of that variety when grown in the western states and becomes more in the class of soft than of hard winter wheat. The East St. Louis inspectors are charged with having graded two cars of the same winter wheat, one No. 2 red and the other No. 2 hard.

Supply Trade

Olson Bros. & Co. have purchased a Hall Signaling Grain Distributor.

Admission of grain elevator machinery free of duty is requested by grain dealers of Mexico.

F. J. Murphy has been appointed Kansas City representative of the Invincible Grain Cleaner Co.

Prospects are looking fine. Business is coming to us right along. We hope for a good year.—The P. H. Pelkey Construction Co.

E. G. Isch & Co., manufacturers of the Johnson Grain Renovator & Drier, have increased their capital stock from \$50,000 to \$100,000.

The advertising department creates possible customers; the salesman's department makes customers, and the office department keeps customers.

Gustin, Bacon & Co., Kansas City, report that they have decided to discontinue any attempt to secure the trade of elevator operators and will henceforth confine their attention to millers.

Verily it is the advertising age, and with abundant reason advertisement has come to be looked upon as the golden key that unlocks the door that leads not only to fortune but considerably to fame.—*Atlantic Monthly*.

Among the manufacturers of elevator machinery who exhibited at the Cement Show held in Chicago this week were the Burrell Mfg. Co., Fairbanks, Morse & Co., the Huntley Mfg. Co., and the Richardson Scale Co.

The Younglove Construction Co. is providing its friends with a reflector which will show their likeness if the angle at which it is faced and light conditions are proper. On the back of the mirror is their advertisement.

F. R. Morris is working on the plans for a portable drier to be built on a flat car. The drier will be used for drying salvage grain and will be constructed with a leg for carrying the grain into the drier and with a conveyor for carrying it from drier into car.

W. E. Smith, well known to the grain trade as a scale expert, has organized the firm of William E. Smith & Co., Chicago. The company is prepared to figure on specifications for any class of scales desired by the grain trade, either automatic or standard.

Manufacturers of shellers, grinding mills and sieves for cleaning machinery will find rates on these articles were changed by the Western Classification Committee at its meeting in Jan. Western classification applies to all roads west of Chicago. The changes become effective May 1.

Every grain dealer should have a grain trier in his office, and it should be used. By examining each car before grain is shipped and in case of doubt by retaining an average sample, the dealer will be educated in grading grain properly, and will have sample to support all contentions. A trier which is used by many inspectors in the terminal markets is manufactured by the Williams-Lloyd Machinery Co., Chicago. It is a steel trier, well made and retails for a reasonable price.

The Power Appliance Mfg. Co. will represent the Winters-Coleman Scale Co. in the Northwest in Minn., N. D., S. D., Mont., and western Wis. R. Craig, who has represented the scale company in Minneapolis for a number of years, is now associated with the Power Appliance Mfg. Co. in charge of the scale department.

The outlook for the Gas Engine trade this year as expressed by manufacturers is most encouraging, especially among the grain dealers. Gas engines are the most economical type of power known to the grain trade, and their mechanism has been so perfected that a good make of engine, properly equipped, gives little if any trouble. Many elevator operators are installing two engines side by side, so in case extra power is needed or one engine becomes disabled power is always ready. Grain dealers are demonstrating their interest in the new type of engine known as the Gas Producer plant, and a few of them have been installed. They are beyond the experimental stage and are much more economical than the steam engine at any time, as proved by various official and non-official tests, and in case gas or gasoline is high priced, and continuous power is desired, are more economical than the gas or gasoline engine. It takes from 8 to 15 lbs. of coal per H. P. hour to operate a steam engine, while the Gas Producer operates with not to exceed 1½ lbs. of coal per H. P. hour.—W. H. McCarthy.

The Value of Courtesy.

A line elevator company, which has a few country elevators, considers courtesy on the part of its agents, in their dealings with patrons, of sufficient importance to send a special letter to each agent, relating thereto. However, its remarks are of as much value to the buyer who manages his own elevator as to the agent, and it is with the hope that every grain dealer who comes in contact with the public will peruse its suggestions that we reprint them herewith:

The possession in marked degree of any worthy faculty should always be an incentive to develop that faculty. This company considers that its agents possess the faculty of being courteous to patrons above the average. To those who cultivate and exercise this faculty the company extends its congratulations and its thanks; to those who may not have fully appreciated its importance, thoughtful consideration of the following is suggested:

First: The principle that underlies courteous treatment of others is simply that of doing unto others as you would they should do unto you.

Second: Words are only one means of expression, and manner is quite as important; therefore, remember that a kindly and gracious manner is not only the sign and mark of a self-respecting man, but is to your words what oil is to machinery in making them move effectively to their purpose.

Third: True courtesy is no respecter of persons. It remembers that "a man's a man for a' that," and gives the civil word and the helping hand quite as readily to the ill-clad farmer as to an official of the company.

Fourth: Courtesy is not only something the public has a right to expect of you, but it pays.

It pays in the friends it makes you personally and as a representative of the company.

It pays in minimizing the friction of your life, as well as that between the company and its patrons.

It pays in raising your standard with the company.

It pays in the personal satisfaction resulting from having done the right and kindly thing by your "neighbor."

The cost to the farmer of holding his wheat 5 months until the following spring is estimated at nearly 10 cents per bushel.

Dust Separators

The Best in the Business because it is scientifically proportioned and will lay finer dust than any other machine made.

We have had years of experience in this business and we will be glad to help you solve your dust-collecting problem.

CINCINNATI
EXHAUST & BLOW PIPE CO.
324-30 W. 3rd St., Cincinnati, O.



CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

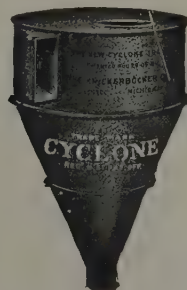
High and Low Speed Systems.

70-86
West Jackson Boul.
CHICAGO, ILL.



(Patented)

"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71½ to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.



THE

"New
Cyclone
1905"

Manufactured Exclusively by

The Knickerbocker Co.
JACKSON, MICH.

Seeds

Senator Buck's bill for pure seeds has been passed by the Nebraska senate.

Owing to the bad weather there is little doing at St. Louis in grass seeds.—Picker & Beardsley.

A pure seed bill, No. 451, has been introduced in the Missouri house by Representative Stevenson.

New York exports during the week prior to Feb. 22 were 2,627 bags clover seed and 1,639 bags timothy seed.

The committee on agriculture of the North Dakota senate has reported in favor of the pure seed bill, S.B. 119.

J. Howard Hiss has been appointed chairman of the clover seed committee of the Baltimore Chamber of Commerce.

A Detroit seed firm has requested the ways and means committee to change the duty on seeds from the basis of value to a specific number of cents per bushel.

The Canadian Seed Growers' Ass'n at its recent annual meeting at Ottawa, Ont., elected W. T. Robertson of McDonald College, pres., and L. H. Newman of Ottawa, sec'y-treas.

An Ohio seed dealer writes C. A. King & Co. that he finds weevil in nearly every lot of clover seed offered for sale. Some growers who had intended to hold on, on discovering its condition are glad to let it go at once.

The pure seed bill introduced in the Michigan legislature by Senator Bates provides that samples of all seeds must be submitted to the state experiment station for analysis. Miller's bill prohibits the mixture of more than 5 per cent of sand in seeds.

A bill, H. B. 229, for pure seed, has been introduced in the South Dakota legislature. It is to be enforced by the food and dairy commissioner, provides for analysis, and specifies certain noxious seeds from which the pure seeds must be free.

The pure seed bills introduced in the Michigan legislature are opposed by the Michigan Bean Jobbers Ass'n as being too drastic. All bean dealers are urged in a resolution to work against the proposed bills. At the meeting of the Ass'n at Detroit recently a petition was circulated in favor of having the present duty of 45 cents per bu. on beans remain undisturbed.

Clover seed has been on the decline the past week. The market showed a weaker undertone owing mostly to March longs letting go. Approaching delivery day probably caused some to sell. Others tried to switch to April, resulting in the latter going to a premium. The buying of March and April with a sale of October continues to be popular with many.—J. F. Zahm & Co.

London, Eng., Feb. 6.—Spring sowing seeds in good demand. English reds coming out steadily; finest qualities selling, low to medium slow; French reds selling freely all qualities, prices unchanged; American and Chilian reds also on offer, and moving quietly; whites in fair demand in both English and foreign seed, prices firm. Alsikes: English, Canadian and German all firm. Trefoil extremely firm; stocks light, prices high.—John Picard & Co.

Toledo received during the week ending Feb. 20 3,760 bags of clover seed and shipped 2,042 bags; against 486 bags received and 1,475 bags shipped during the corresponding week of 1908. For the season to Feb. 20 receipts have been 115,359 bags and shipments 76,219 bags; against 25,050 bags received and 14,923 bags shipped during the corresponding period of the preceding season. Receipts of alsike for the season have been 7,379 bags; against 3,205 to date last season.

Chicago received during the week ending Feb. 20 488,768 lbs. timothy seed; 307,860 lbs. clover seed, 289,360 lbs. other grass seeds, and 15,000 bus. of flaxseed; against 734,900 lbs. timothy seed, 137,657 lbs. clover seed, 97,630 lbs. other grass seeds, and 27,000 bus. of flaxseed during the corresponding week of 1908. Shipments for the week have been 655,381 lbs. timothy seed, 70,618 lbs. clover seed, 1,597,869 lbs. other grass seeds and no flax seed; against 420,307 lbs. timothy seed, 244,685 lbs. clover seed, 1,074,508 lbs. other grass seeds and no flaxseed during the corresponding week of last year.

Stock of prime clover seed is large; 32,000 bags of prime have been inspected this season and more could be easily secured. A small part has been shipped out. Total stock at Toledo of all grades is about 3,000 bags. How fast will it disappear? Demand should be good for ten weeks. Receipts may be liberal, larger than any recent season. March decrease in stock here last season was 9,000 bags; 11,000 in 1907, 14,000 in 1906 and 30,000 in 1905, when prices were around eight dollars. Prices now are the lowest of any February since 1900, and the demand this season will be the greatest.—C. A. King & Co.

It is generally conceded that the dark purple clover seed is best and produces strongest plants. Just why clover is a mixture in colors is one of nature's wonders. By some it has been claimed that the yellow grains are unripened. This cannot be verified by experiments. Yellow grains seem to germinate and produce the same as the purple. The average American grown clover seed contains about 300,000 seeds per pound. English grown is larger. Chilian is still larger and runs 190,000 seeds per pound. I have seen small grained seed that would run well over 500,000 grains per pound, but made up of berries cleaned from virginseed.—From address by A. E. Reynolds, of Crawfordsville, Ind., at Purdue University.

Seed of the Black Medic Weed.

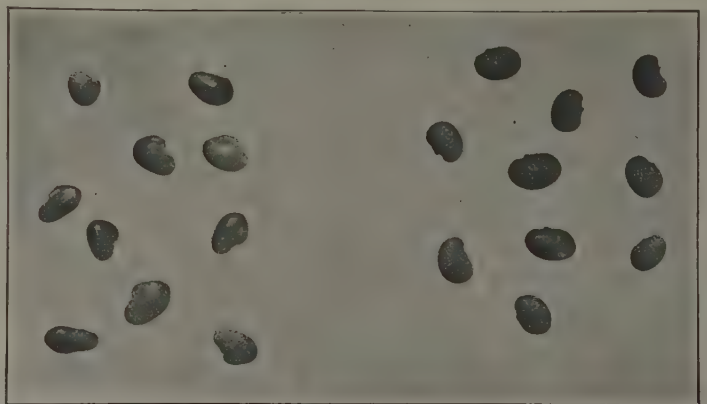
Black medic and red clover are two seeds alike in size and much the same in color except that medic never has the purple or violet color of red clover.

While clover seed has a distorted heart shape and a roughly triangular outline with rounded corners, medic is more oval in shape and the rootlet of the embryo is within a sharp point near the middle of the longer axis of the seed. This difference in shape is illustrated in the engraving herewith, for which we are indebted to the Connecticut Agricultural Experiment Station.

One sample of clover seed tested by Professor E. H. Jenkins of the Connecticut Station was found to be adulterated with 39 per cent of black medic, *Medicago lupulina*, a legume growing in waste places and of no agricultural value. It is not a thing which is accidentally or unavoidably harvested with clover, nor is it grown as a crop in this country. Mr. Jenkins believes it is imported from Germany in large quantity for the express purpose of use as an adulterant, and is not very readily detected by the buyer. The adulteration of samples examined by Mr. Jenkins was done by the wholesale dealer, who thereby deceived both the retailer and his patrons.

Scoop-shovels are kept as bright as elevator cups in western Canada during the rush of the grain movement. Officially C. C. Castle, warehouse commissioner, reports that 12,500,000 bus. of the total of 54,404,000 bus. of wheat inspected at Winnipeg for the 12 months prior to Sept. 1, 1908, had been shipped from loading platforms. Nearly every station in the Manitoba grain inspection division has a loading platform, and last season orders were given for the construction or enlargement of 100.

A severe test of the Clayton process of preventing the heating of corn in transit was made some time ago on a cargo shipped from Braila to Rotterdam. When the cargo was discharged several hundred tons between decks was totally damaged. The corn in the lower hold was in splendid condition, tho not dry. Sulfur gas is pumped into the hold thru one pipe and is forced thru the cargo by another pipe. It is thought that the process may have failed in this test because the gas was not distributed thruout the mass of grain.



Seed of Red Clover (on left), Seed of Black Medic (at right).

Gravity Grain Separator.

A grain gravity separator for cleaning grain without the use of power for operating it is illustrated herewith. The separator consists of a vertical iron-lined spout, about 12 ft. high with 44 needle wire screens in it. The screens are set



Gravity Grain Separator.

parallel with each other in such a manner that falling grain is dashed by its own gravity from one screen to another. The impact of the grain causes the free end of the needles to vibrate. This

prevents clogging and forces small particles of grain thru the screens and out.

The grain is fed into the separator at the top, and after it has fallen from screen to screen is discharged at the bottom. A thoro separation takes place during this operation, the nature of the separation depending upon what the operator desires. The machine will remove oats, pinched barley and seeds from good barley, or it will size the grain so it may be malted. It is especially adapted for handling malt.

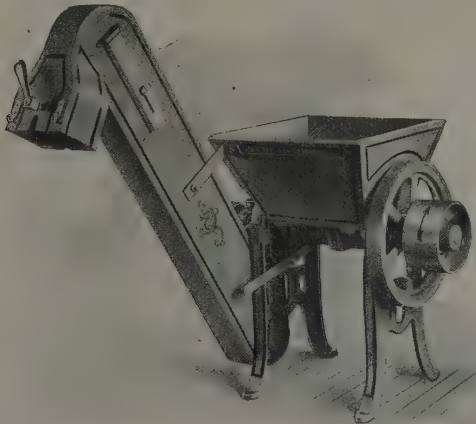
The capacity of a single machine is 250 bus. per hour, standard height, but where larger capacity is desired two machines may be erected, as they require very little space. This machine is said to do its work most satisfactorily, and the principle which makes it efficient, is wherein the position of the kernels to each other is constantly changing, thus bringing the smaller particles in contact with the spaces between the wires, thru which they drop. The main points claimed for it are that it needs no power to operate it; no attendance, as it is self-cleaning; occupies little space, and raises grade very materially. It is manufactured by the Invincible Grain Cleaner Co., Silver Creek, N. Y.

Users of Light Powers

for running their elevator or feed store should be interested in the cut which is shown herewith. While this mill has just recently been put on the market, it is in no wise an experiment, but a new size of the well-known Bowsher "Combination" line. It was built in response to a call for a smaller machine which could be run successfully with very light and medium powers; feed itself on ear corn, and also be first-class on small grain.

This machine is not built simply with the idea of getting out something cheap, but embodies in general respects the features of superiority characterist of the Bowsher line, including the conical shaped grinders. In fact, the Bowsher Co. figures that it could ill afford to offer anything that would detract an iota from the reputation which twenty years of good performance and superior qualities of its goods have built up.

Full descriptive circulars will be gladly sent to any reader who is sufficiently interested to write the N. P. Bowsher Co., South Bend, Ind.



The Bowsher Feed Mill.

CONDITIONERS and DRIERS FOR Small Elevators

We have recently placed on the market a line of small machines for drying and cooling, suitable for small elevators and warehouses.

These machines embody the well known ELLIS PATENTS.

They are compact and may be placed in the elevator, requiring very little floor space.

They may be had in three different styles wood, composite or steel, and of any capacity.

They use nothing but cold air and therefore do not affect the insurance rate.

They are absolutely the fastest working machines on the market.

The cost is low and well within the reach of every small elevator in the country.

Drop us a line and we will mail you full information.

The Ellis Drier Co.
Postal Telegraph Bldg., Chicago

Supreme Court Decisions

Warehousemen.—In an action against a warehouseman for loss of goods stored, plaintiff has the burden of establishing failure to exercise ordinary care for the safety of the goods.—*Berger v. St. Louis Storage & Commission Co. St. Louis Court of Appeals, Missouri.* 114 S. W. 69.

Burden of Proof on Plaintiff to Prove Gambling.—In an action against a broker to recover money paid him under a contract to purchase stock which plaintiff claims was a gambling contract, the validity of the contract will be presumed, and the burden of proof is upon plaintiff to establish the fact that it is a gambling contract.—*Richter v. Poe.* Court of Appeals of Maryland. 71 Atl. 420.

Connecting Carriers.—When property is delivered to a carrier in good order to be transported over its line and that of one or more connecting carriers, and the property is damaged en route, proof that the goods were delivered to the owner at destination by the final carrier in bad order establishes a prima facie case against it.—*Connelly v. Ill. Cent. R. Co. St. Louis Court of Appeals, Missouri.* 113 S. W. 233.

Buyer Obtaining S/O Shipment Without Payment.—Where a buyer, believing that it had a just claim against the seller, obtained possession of a shipment of grain with the fraudulent intent of withholding the value thereof from the seller until he should pay the claim, the seller was entitled to exemplary damages.—*H. H. Langford v. Werkheiser-Polk Mill Co., and M. K. & T. Ry. Co.* Court of Civil Appeals of Texas. 115 S. W. 89.

Rejected Shipment Purchasable by Original Buyer at Shipper's Resale.—Where a seller violated the contract, and, on the buyer's refusal to accept the goods, sold them with a view of charging the buyer with the difference in price, the buyer might, without losing his right to sue for the part payment, obtain the property, thereby enabling him to fulfill contracts made in reliance on his contract with the seller.—*Plumb v. Bridge.* Supreme Court of New York. 113 N. Y. Supp. 92.

Authority of Agent.—Where an agent of a grain company, not an officer thereof, is the sole agent to buy and sell grain, he has implied authority to accept an offer of a law reporting company to furnish the corporation with a report of the proceedings of the Interstate Commerce Commission, since it is of great importance in his line of duty to know what rates were established by the commission.—*Law Reporting Co. v. Elwood Grain Co.* Kansas City Court of Appeals, Missouri. 115 S. W. 475.

Consigner's Right to Sue.—Where plaintiff's contract for the sale of goods shipped to the consignee by defendant carrier, and claimed to have been stolen, was unenforceable under the statute of frauds, and the goods were sent subject to inspection and approval before the buyer would be liable for the price, delivery to the carrier was not an acceptance by the buyer, and hence the seller was entitled to sue the carrier for the loss.—*Fein v. Weir.* Supreme Court of New York. 114 N. Y. Supp. 426.

Unjust Discrimination Between Markets.—Under Rev. St. 1895, art. 4574, subd. 1, making it unlawful to give any undue preference or advantage to any locality, an order of the railroad commissioners, giving an undue and unreasonable preference to one of two cities as to rates, is unlawful, tho the city discriminated against possesses superior natural advantages which offset the discrimination.—*Texas R. R. Commission v. Galveston Chamber of Commerce.* Court of Civil Appeals of Texas. 115 S. W. 94.

Each Payment of Rebate One Offense.—To warrant a conviction of a shipper for receiving rebates in violation of section 1 of Elkins Act Feb. 19, 1903, c. 708, 32 Stat. 847 (U. S. Comp. St. Supp. 1907, p. 880), the fact of the payment of such rebate by or on behalf of the carrier, and its receipt by or on behalf of defendant, must be proved, and each payment constitutes but one offense, altho it may cover more than one shipment.—*United States v. T. H. Bunch.* District Court, Eastern Dist. of Arkansas. 165 Fed. 736.

Lien on Building for Money Lost in Bucket-shop.—The provisions of section 4275, Rev. St. 1908, relate only to money lost at gambling, and it is nowhere provided that one who loses money in a bucket-shop may have a lien for the amount of his loss on the premises where the business is carried on, which he may assert against a purchaser of the premises for value; the purchase being made before a suit to subject the premises is instituted and without notice of the claim.—*Sanders v. Penney.* Supreme Court of Ohio. 86 N. E. 988.

Arbitration on Sunday Illegal.—The statutory arbitration provided for and regulated by the Code of Civil Procedure is a "judicial proceeding," and the arbitrators sit as a court, or at least perform a statutory judicial function, and hence, in view of section 6, forbidding a "court" to be open or transact any business on Sunday, to proceed with the hearing of arbitration on Sunday, in the face of objections and protest of parties, is illegal and constituted misconduct violating the award.—*In re Pickler.* Supreme Court of New York. 114 N. Y. Supp. 289.

Building on Right-of-Way Release.—A partner who was the active agent for the firm in securing permission from a railroad company to erect a building on its right of way and in giving a release to the railroad company from liability for fire, and who executed such release for the firm, is estopped to recover for loss by fire against the railroad company on the ground that he was the owner of the property, and had not released his claim.—*Equitable F. & M. Ins. Co. v. St. L. & S. F. R. Co.* Kansas City Court of Appeals, Missouri. 114 S. W. 546.

Carriers' Liability for Issuing B/L without Receiving Goods.—*F. A. Leland, A. G. F. A. of the M., K. & T. at Kansas City,* issued to J. K. Davidson & Co. several Bs/L, which the later indorsed "S/O" and obtained advances upon from Hutchings, Sealy & Co., of Galveston, Tex. Part of these advances were repaid and suit was brot to recover \$4,815 of the railroad company. The district court of Labette County gave judgment under the law of Kansas that a carrier is liable for issuing B/L without receiving the goods; but the Supreme Court of Kansas has reversed the decision because the law of the place where the B/L was given governs, and the Missouri law expressly forbids the issuance of a B/L without receipt of the goods. *Missouri, Kansas & Texas Ry. Co. v. Sealy.* Supreme Court of Kansas. 99 Pac. 230.

Quoting Shipper Rate Lower than Schedule.—In interstate commerce, the freight charges made for the transportation of goods are absolutely fixed by the schedule of rates and joint rates filed and posted in accordance with Act. Cong. June 29, 1906, c. 3551, 34 Stat. 584 (U. S. Comp. St. Supp. 1907, p. 892), known as the "Hepburn Act." The shipper cannot, except at his own risk, obtain information as to the rates otherwise than from these schedules. Tho a common carrier, by mistake or otherwise, quotes a shipper a rate lower than that stated in the schedules and delivers the goods upon payment of the charges calculated according to the rate so quoted, the carrier may nevertheless thereafter demand of the shipper the difference between the rate collected and that which should have been collected, and upon his refusal to pay may maintain an action therefor.—*Georgia R. R. Co. v. Creety.* Court of Appeals of Georgia. 63 S. W. S. E. 528.

State Regulation of Interstate Commerce.—Compelling a carrier by mandamus to discharge its common-law duty to treat all shippers alike by resuming the transfer and return of cars loaded and unloaded between the line of a connecting carrier and the flour mill and elevator of a particular shipper, upon the latter's request and demand and payment of the theretofore customary charges, is not beyond the power of the state court.—at least, until Congress or the Interstate Commerce Commission takes specific action,—altho both carriers are engaged in interstate commerce, and three fifths of the output of the mill are shipped out of the state.—*Mo. Pac. Ry. Co. v. Larabee Flour Mills Co.* Supreme Court of the United States. 29 Sup. Ct. Rep. 214.

Limitation of Carrier's Liability.—A common carrier cannot by contract exempt itself from liability for losses caused by its own or its servants' negligence; such contract being contrary to public policy, as tending to induce want of care by the carrier in the performance of its duties. Since a carrier is entitled to compensation in proportion to the value of the goods shipped and the consequent risk assumed, it may stipulate with the shipper as to the value of the goods, and contract to limit its liability to the amount fixed; such contract not being opposed to public policy.—*Atkinson v. New York Transfer Co.* Court of Errors and Appeals of New Jersey. 71 Atl. 278.

Liability for Injury thru Defect in Gasoline Engine.—A gasoline engine was out of repair. The aperture in the prime plug was filled up so that the plug had to be removed before the engine could be primed, when it was desired to start it. The foreman attempted to repair the defect, but without success. At the time he did so he spilled gasoline over the engine. The operator, on subsequently attempting to start the engine, was injured in consequence of a spark setting fire to the gasoline spilled on the engine and communicating the fire to a can of gasoline, which exploded. The operator did not know that gasoline had been spilled on the engine, or that there was gasoline near which was liable to become ignited. Held, that the proximate cause of the injury was the defective condition of the engine.—Whether an operator of a gasoline engine, injured while attempting to start the engine, by a spark setting fire to gasoline which had been spilled over the engine, causing a can of gasoline to explode, assumed the risk of injury because of a defect in the engine, held for the jury.—*Meshishnek v. Seattle Sand & Gravel Co.* Supreme Court of Washington. 99 Pac. 9.

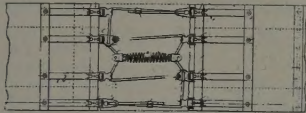
The National Hay Ass'n. will hold its annual convention the last week in July at Cedar Point on Lake Erie.

Grain elevators will be erected in Mexico at Mexico City, Toluca, Puebla, Torreón, Celaya, Monterey and Guadalajara by the Compania Molinera Mexicana of the City of Mexico, which has been reorganized with a capital stock of 20,000,000 pesos to take over the concession granted by the government to Brigadier General Manuel Mondragon. This concession provides that construction of the first elevator must be started before May, 1910, and it must be completed before May, 1912. Each elevator is to cost not less than 100,000 pesos and as a guarantee of good faith the company has deposited with the national bank 5,000 pesos in national bonds. Among those said to be interested are David R. Francis of St. Louis, Mo.; J. C. Cremer of London, Eng.; Julio Limantour, brother of Minister of Finance Jose Y. Limantour, General Manuel Gonzales Cosío, minister of war; General Ignacio Salamanca, sub-secretary of war; Colonel Felix Diaz, chief of police of the Federal District; Enrique Mondragon, Lic. Augustin Lazo.

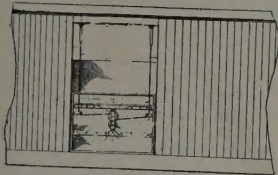
Patents Granted

Seed Corn Rack. No. 911,923. (See cut.) William Ulbrich, Atlantic, Ia. Spaced upright frames are loosely connected so as to be collapsed when not in use, oppositely inclined members locking the frame in spaced position. Co-operating support carried by the two frames receive the corn upon a netting.

Dust Separator. No. 912,686. (See cut.) Chas. H. Keeney, Hartford, Conn. From



912,116.

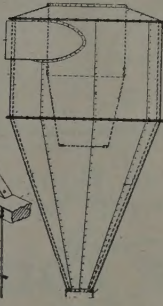


912,533.

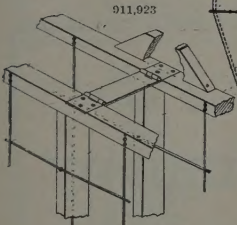
911,701



912,947.



911,923



912,686.

the exterior shell there extend inwardly a number of ribs, between which are inserted non-perforated removable sections forming a wearing lining having a smooth surface. The separator has a tangential inlet, a dust outlet at the bottom and an air outlet at the top.

Bag Seal. No. 912,533. (See cut.) Edward J. Brooks, East Orange, N. J. A pliable metallic wire has a sharp pointed neck-piercing end and a disk-attaching heel end. The perforated sheet metal disk is constructed to permit the sharp pointed end of the shackle to be rethreaded there-thru after being thrust thru and tightened around the neck of a bag.

Car Seal. No. 912,947. (See cut.) Percy W. Ellis, Denver, Colo. The seal is provided with a casing to which is attached a sealing strip. The support within the casing comprises a slotted spring, a locking device having oppositely projecting teeth at its opposite extremities and an intermediate offset passing thru the slot of the spring. The rearward tooth of the locking device engages the spring from above.

Grain Door. No. 911,701. (See cut.) Thomas J. Campbell, Lathrop, Mo. The door is slidably mounted on the frame and is provided with openings extending there-thru. Thru the openings in the door extend a pair of cables around guide pulleys on the door and connected to the upper part of the frame. The cables extend from the lower ends of rods pivoted at the top of

the frame. Movable cable winding means are provided between the guides.

Conveyor Belt. No. 912,116. (See cut.) Michael C. Graney, Hoosick Falls, N. Y. The belt is provided at its end with coupling members having pivoted arms, the arms of the respective members being provided with retaining and guiding portions. Cords engaging the retaining and guiding portions of the arms extend back and forth between the ends of the belt, each cord having a permanently retained end and a temporarily fastened adjustable end. A take-up spring engages the guided portions of the cords. Flexible stays on each end of the belt are secured at their inner ends with the inner cross slats to the belt and pivotally connected at their outer ends to the coupling members.

Private Car Seals.

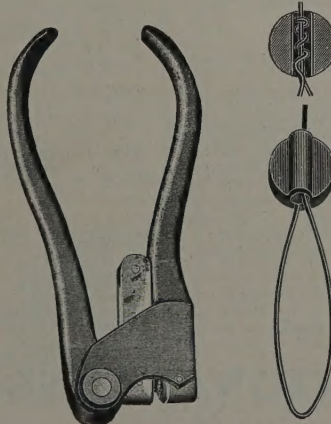
The advantage of using private car seals is generally recognized by the grain trade. Private car seals form an important link in a composite system for tracing losses of grain in transit. L. A. Foote, who has had thirty years experience in manufacturing and selling car seals, says concerning the seal illustrated herewith:

"Our coiled wire seals which we can furnish in 6-8-10 inch lengths, have one end of the wire coiled upon itself, with the lead cast securely upon the coil. In sealing, the loose end of the wire is passed into the core of the lead seal and thru the coil. When properly sealed the coil is flattened upon the inserted wire, and corrugated in this position. The wire cannot be stripped from the lead but must be broken before it can be removed from its fastening. This gives absolute security which is required by grain shippers."

The die of the seal press may contain firm name or initials, and station or set number. This gives the shipper a positive check on each shipment. The Northwestern Car Seal Co., Chicago, will send prices and samples to those interested in seals. It manufactures a low priced seal which it guarantees to give perfect security.

Acting upon the advice of a majority of the Board of Directors of the National Hay Ass'n., President Maurice Niezer has requested the Interstate Commerce Commission to dismiss the famous hay rate case, which has been pending for a number of years.

SEAL PRESS



No. 1

(Illustration two-thirds size.)

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SAMPLE ENVELOPES**
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Successors to
HOWE ENVELOPE CO., Ltd.
303 Congress St. West, Detroit, Mich.



Special Grain Shovel Rope

A marlin covered wire rope flexible as manila rope and much more economical.

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Fumigate Your Elevators and Mills With FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

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Office vs. Track Inspection.

In 1858 Chicago inaugurated its system of inspection and in 1871 the Ill. R. R. & Warehouse Commission took charge of it. Until the recent change in inspection was made, not one step forward had been taken in 37 years. In any other department of activity note the changes which have taken place within the last fifty years.

The Ill. Inspection Dept. has 31 inspectors. Seventeen of them have been with the department more than 25 years. The others average several years. So long as they had 31 men, each working individually, there was bound to be 31 individual interpretations of the rules of grading grain. Under the system of office inspection there are three first inspectors. Smiley, Smythe and Kendall, and all the rest are assistants. In case the assistants are in doubt, they appeal to the first inspectors. If their decision is questioned by the party receiving the grain, an appeal is taken to the Appeals Committee and their decision is final. Now it stands to reason if the judgment of the three who compose the Appeals Committee has proved better than that of one man, the combined judgment of three experts is better than the judgment of one. Under the old system the judgment of the three experts did not influence inspection until the final inspection was made. Now judgment is passed on the initial inspection with the result that there is not now one appeal, where there were formerly ten.

Argument is made against "sample" inspection. When an inspector went to the car under the old system he took a step ladder and climbed to the door of

the car while the samplers poured out their samples before him. He could not possibly judge the grade of the grain by simply looking into the car, any more than I can look at a desk and tell what is in the drawers, so upon analysis, we find inspection at the car resolves itself into "inspection by sample." Then the question is, where is the most advantageous place to inspect the grain, in a well-lighted, properly heated office with all modern conveniences of comfort, or down at the car in all sorts of weather ranging from zero to boiling?

The opposition to the present system represents the spirit of all ages. There are scores who oppose progress on general principles, but this system has come to stay.—J. C. F. Merrill.

Annual Statement of Western Millers Mutual.

Sec'y Chas. H. Ridgway, of the Western Millers Mutual Fire Ins. Co., was so gratified over the results of the company's business during 1908 that in making his 26th annual report, he could not refrain from dropping into poetry and favored every policy-holder with a verse from Riley's "Just Be Glad."

The company was indeed fortunate. While other mill mutuals were suffering numerous and heavy losses, the Western Millers closed the year with but \$36,776 losses. Its expenses for the year amounted to \$15,948, returned premiums and assessments, \$6,669.

There was a material increase in the cash assets of the company during the year, so that at the close of the year it had \$163,261 on hand. Its investments in first mortgage real estate loans amounted to \$71,320; in school bonds, \$51,000; in bank, \$40,941.

The gross assets at the close of the year amounted to \$1,040,545, which included in addition to the cash assets, \$8,397 premiums and assessments in course of collection, \$868,886, deposit notes subject to assessment. The insurance in force at the close of the year was \$5,242,275.

The charge for grain passing thru elevators at Buenos Ayres is 5½ cents per ton, reports Consul-General Alban G. Snyder. Most of the elevators in Argentine belong to private individuals. The elevator charge on wheat coming from cars to ship is 5 cents per ton, dock charges being also on a tonnage basis.

Books Received

National Council of Commerce Proceedings have been published as a pamphlet of 28 pages containing a report of the first annual meeting Dec. 10, 1908, and a list of the members. Government Printing Office, Washington.

THOUGHTS ON BUSINESS—A 200 page book full of practical suggestions for any man among millions, who is endeavoring to run or assist in promoting a successful business. The book is a treatise on business from a scientific, practical and ethical point of view. Its theme is "Life Is What We Make It," and Waldo Pondray Warren, the author, has written a very comprehensive and instructive book. Forbes & Company, Chicago, publishers. Price \$1.25.

FIRE INSURANCE **A Few Things Worth Knowing About the**

Millers' National Insurance Company

THE thirty-third annual report to policyholders of the Millers' National Insurance Co., just issued, shows that while the losses were the largest it ever sustained, it made the greatest increase in business in its history.

It also made the lowest assessment it ever made, same being 6 per cent for the year, or only 30 per cent of the annual rate, equal to a 70 per cent saving on the basis of a cash premium for the rate charged. The total

cash assets of the company are \$1,512,426.14, and the total liabilities are \$582,259.15, leaving a net cash surplus of \$930,166.99. Risks in force December 31, 1908, \$46,809,154.03, an increase during the year 1908, of \$6,468,383.07. Losses paid since organization, \$6,054,303.83.

If there is anything more convincing desired by millers or grain dealers who are looking for inexpensive and safe insurance any one of the following officers, directors or agency managers will be pleased to give it.

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ORGANIZED 1883

The Western Millers' Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY Secretary.

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and contents.

ORGANIZED — 1907 — INCORPORATED

Western Grain Dealers' Mutual Fire Insurance Association,

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Insures Elevators, Warehouses and Contents Exclusively.

Correspondence solicited.
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The Millers' Mutual Fire Insurance Association of Illinois

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Insures Elevators, Mills, Grain Warehouses and Contents of same at cost

Insurance in force, - - \$13,920,249.80

Cash Surplus, - - - 329,927.51

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ORGANIZED 1884

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Elevator and Grain Insurance at Actual Cost

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Mill Owners' Mutual Fire Insurance Co., Des Moines, Iowa

Organized 1875

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Net Cash Assets.....\$266,243.81
Losses Paid.....\$1,339,403.60
Saved to Policyholders.....\$1,752,149.12
J. G. SHARP, Secretary



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in selecting a fire insurance company is the lead taken by experienced grain men. The



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Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal

255 La Salle Street,

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If you wish to buy
or sell seeds or
grain of any kind
consult page 241,
this number.



Some Points
Regarding
the Day
Dust Collector
and Dust
System to
Bear in Mind

It secures a higher grade of grain and saves
more of it.

THE DAY COMPANY

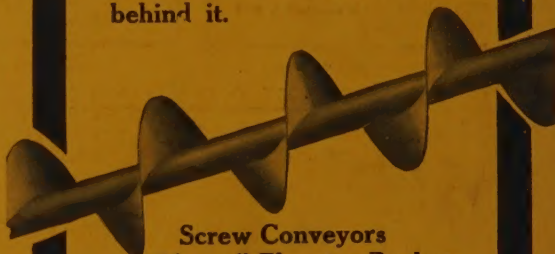
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1908 saw the solution of the economical-hand-
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